

OCTOBER 30, 1953

LONDON SHOW REVIEW

The Autocar

FOUNDED 1895

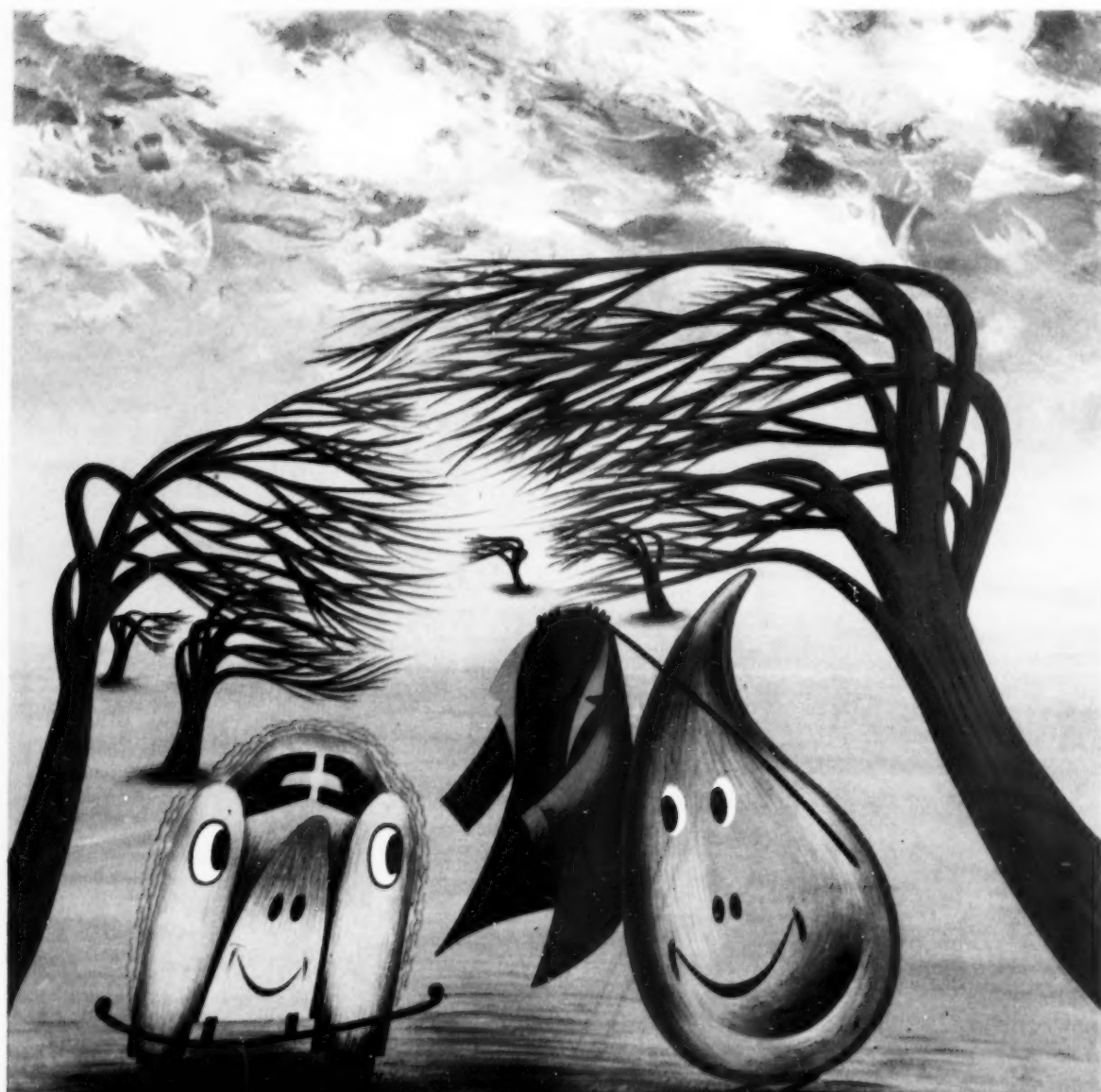
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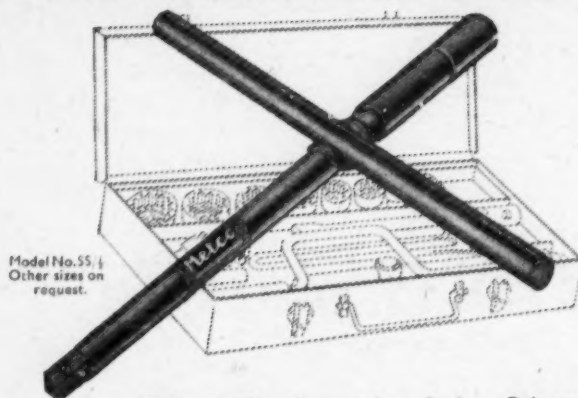
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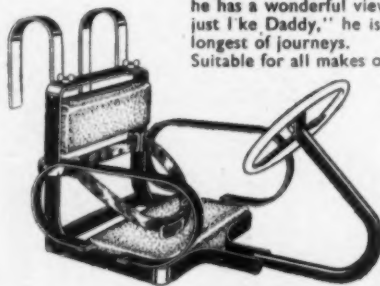
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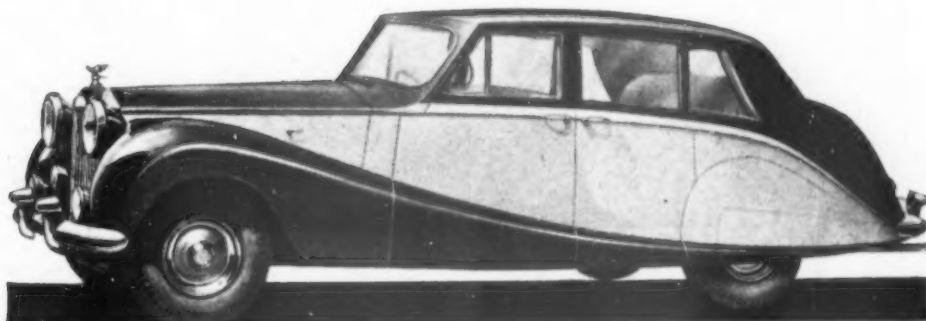
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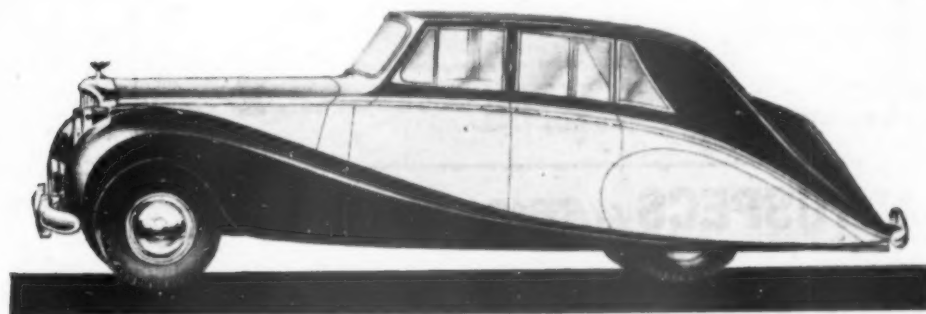


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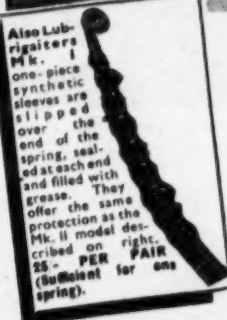
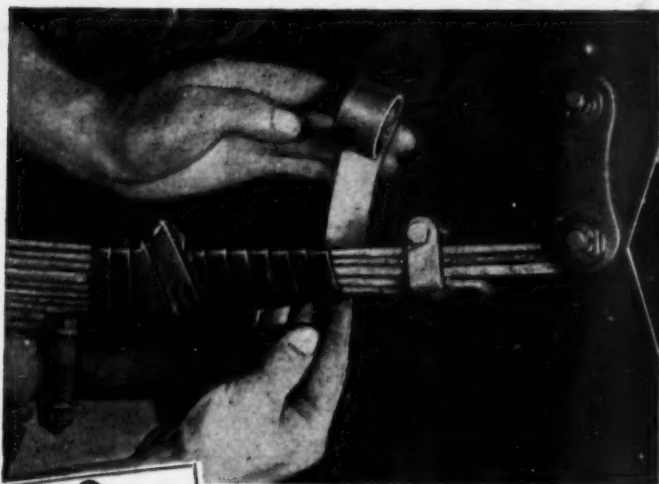


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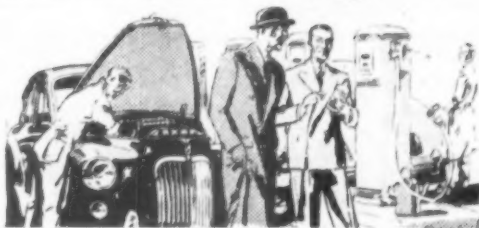
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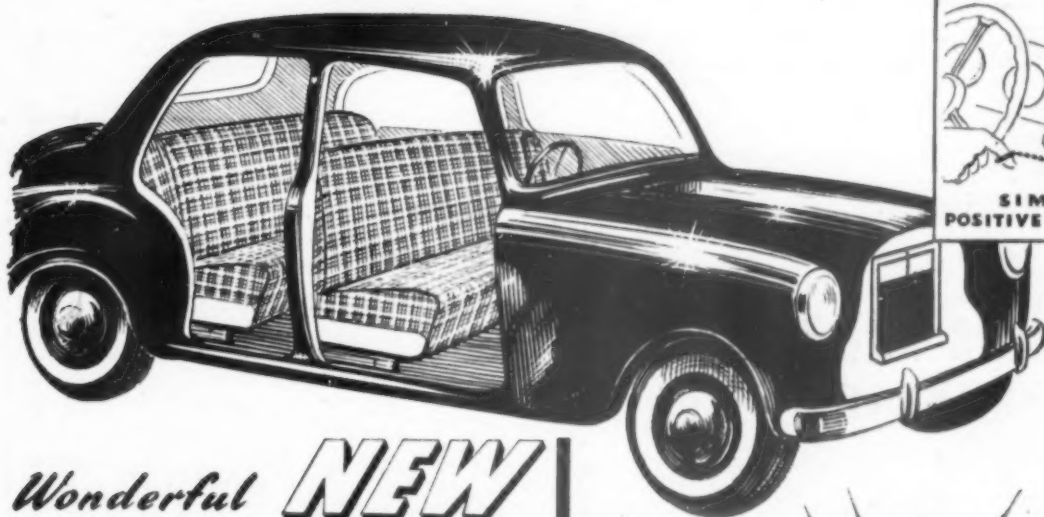
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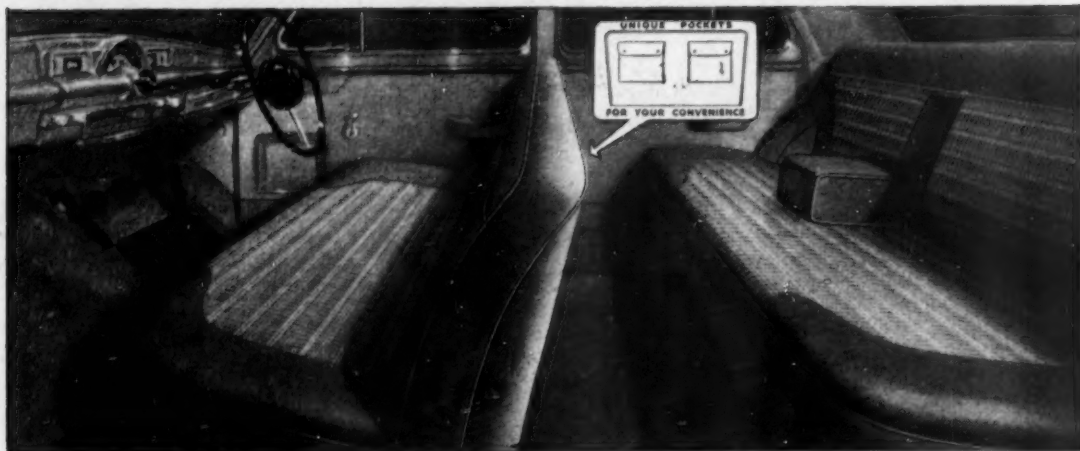
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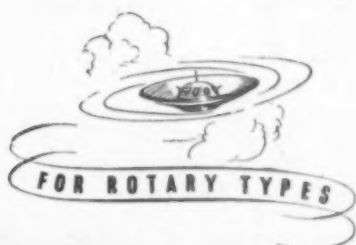
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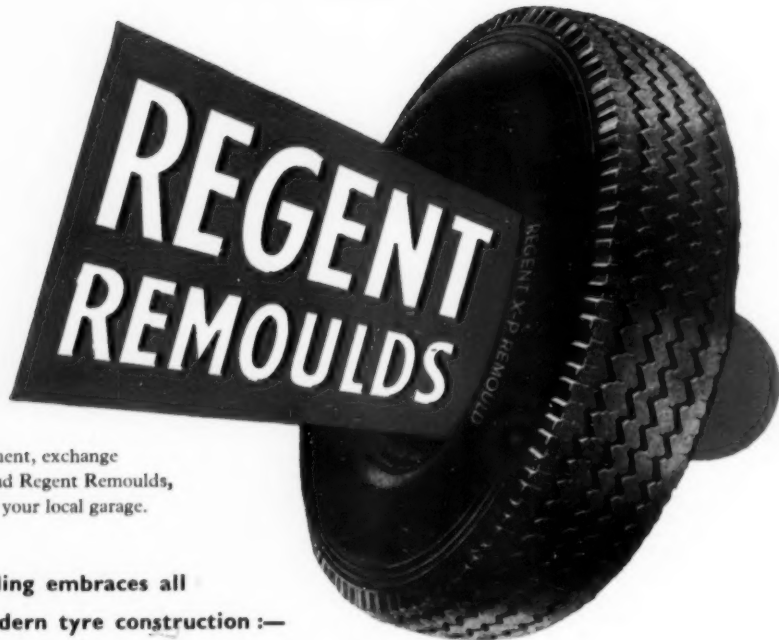
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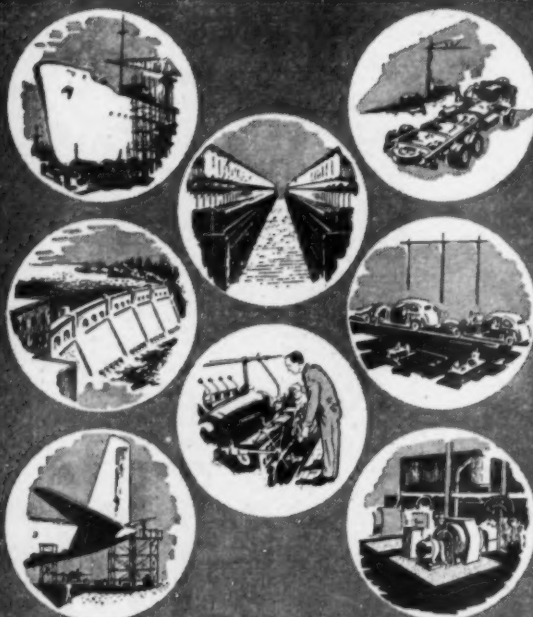
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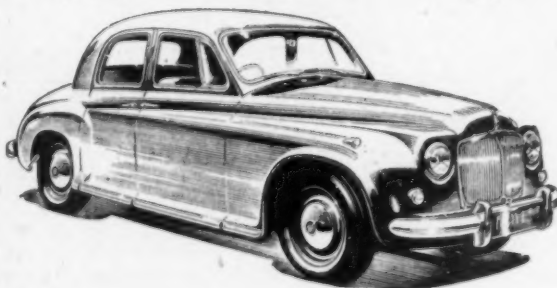
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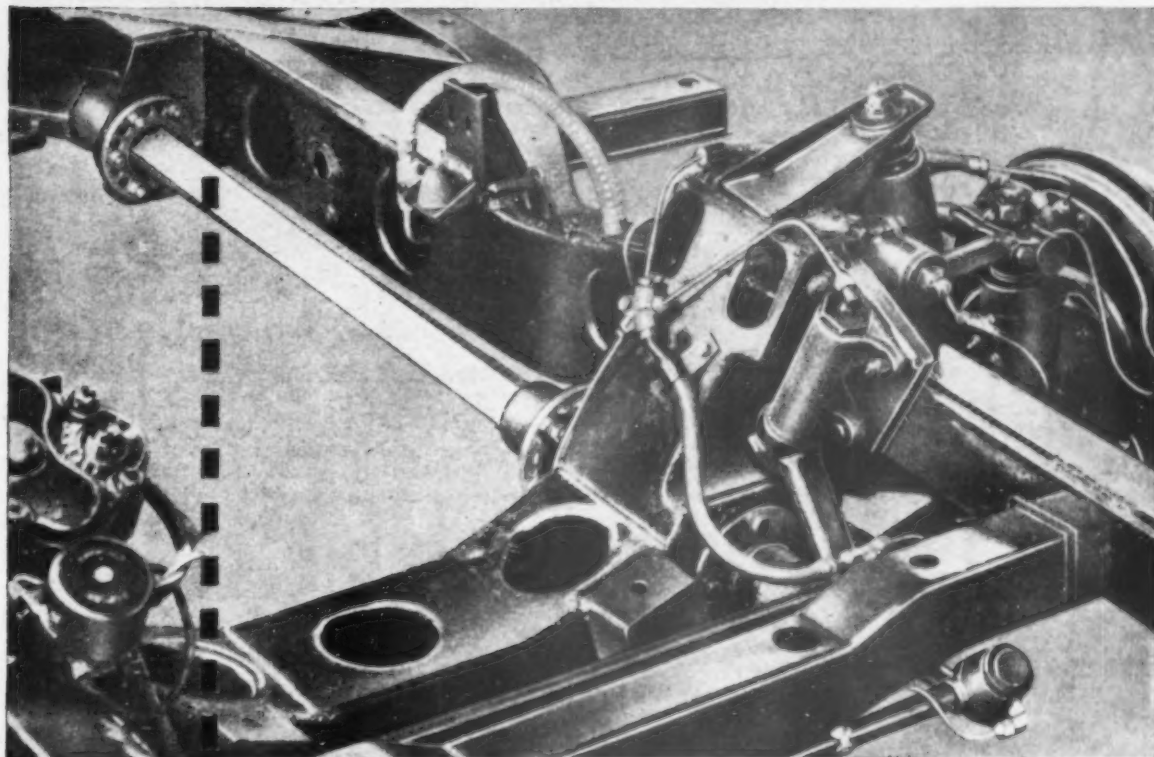
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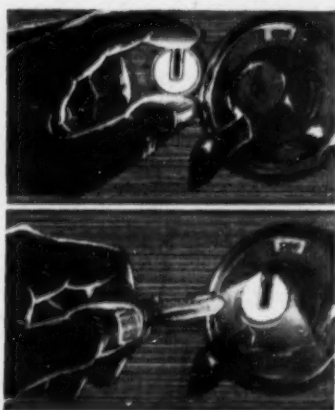
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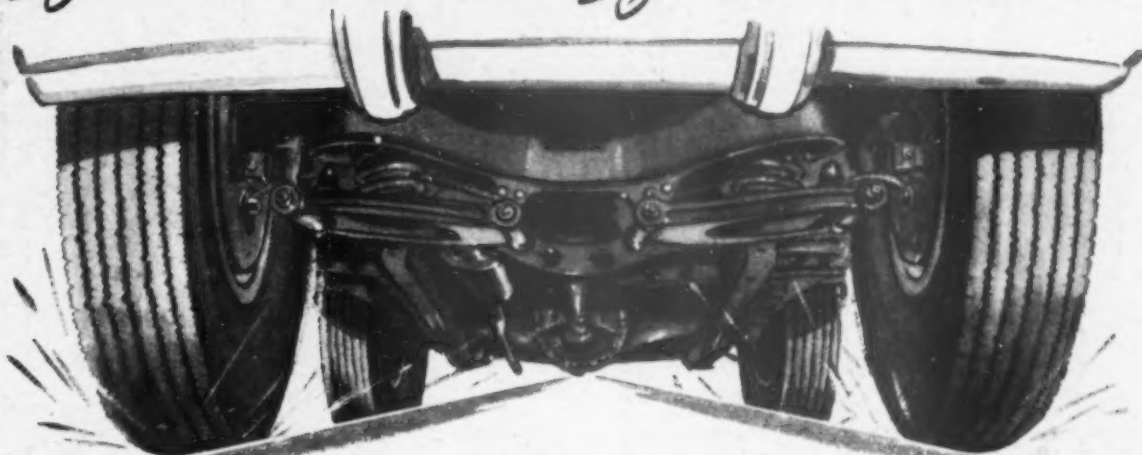
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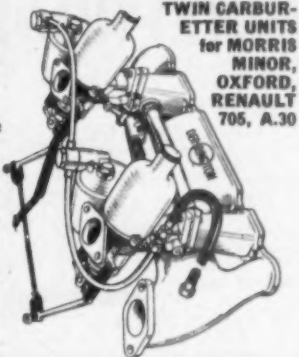
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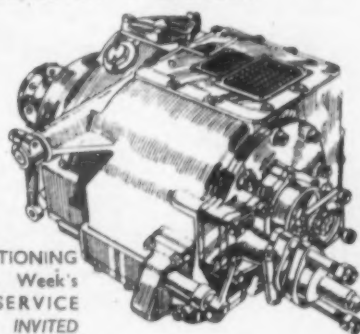
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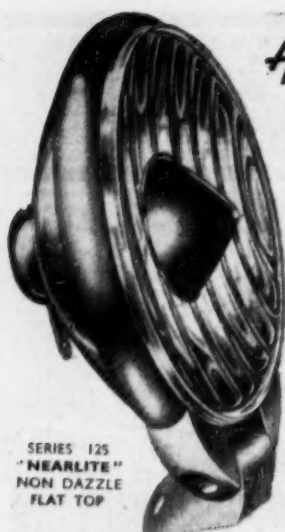
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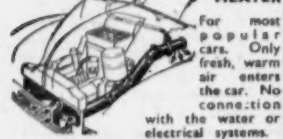
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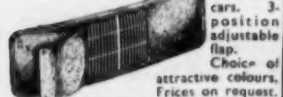
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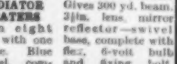
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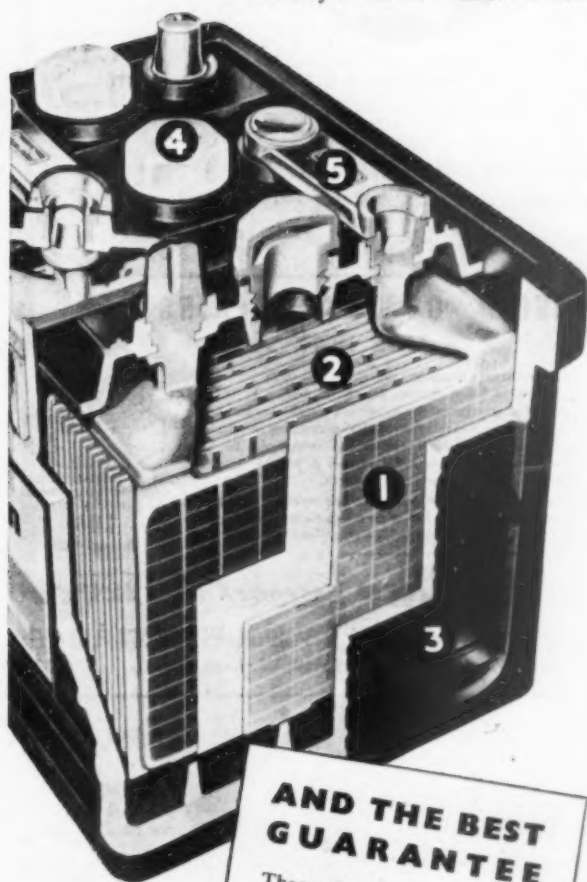
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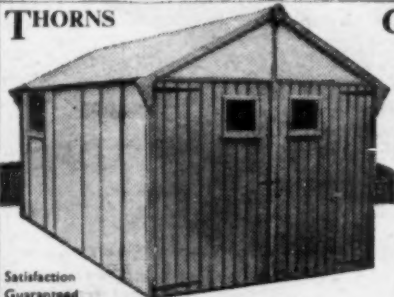
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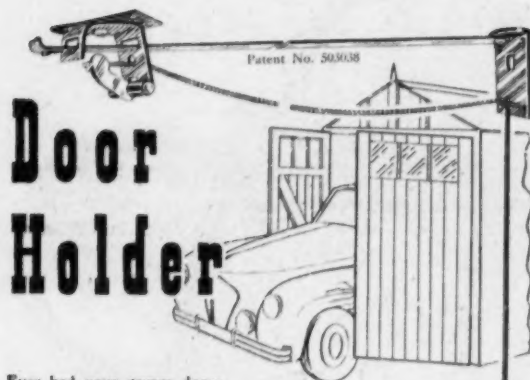
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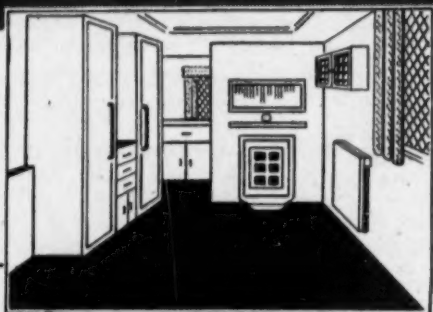
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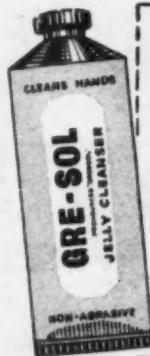
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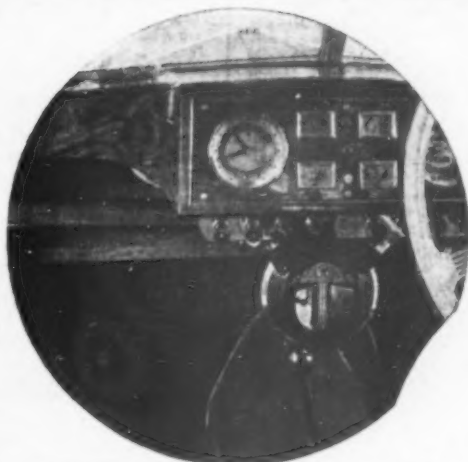
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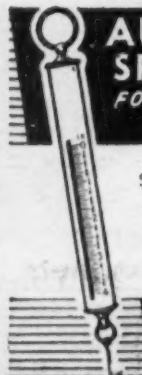
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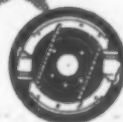
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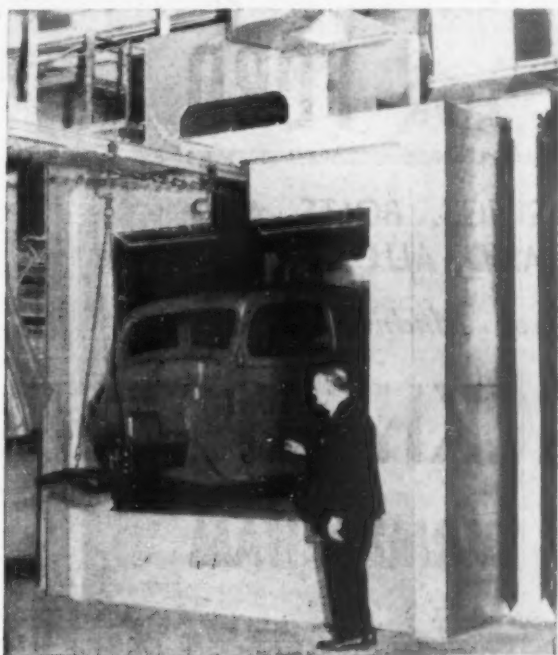
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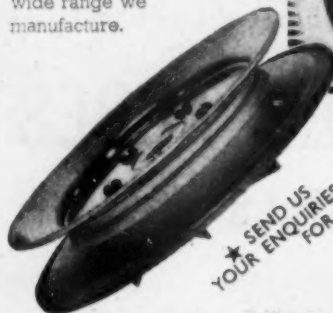
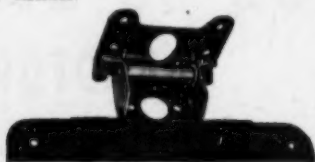
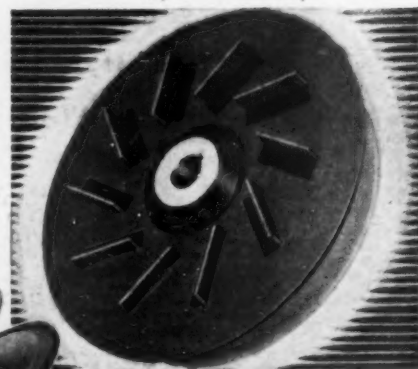


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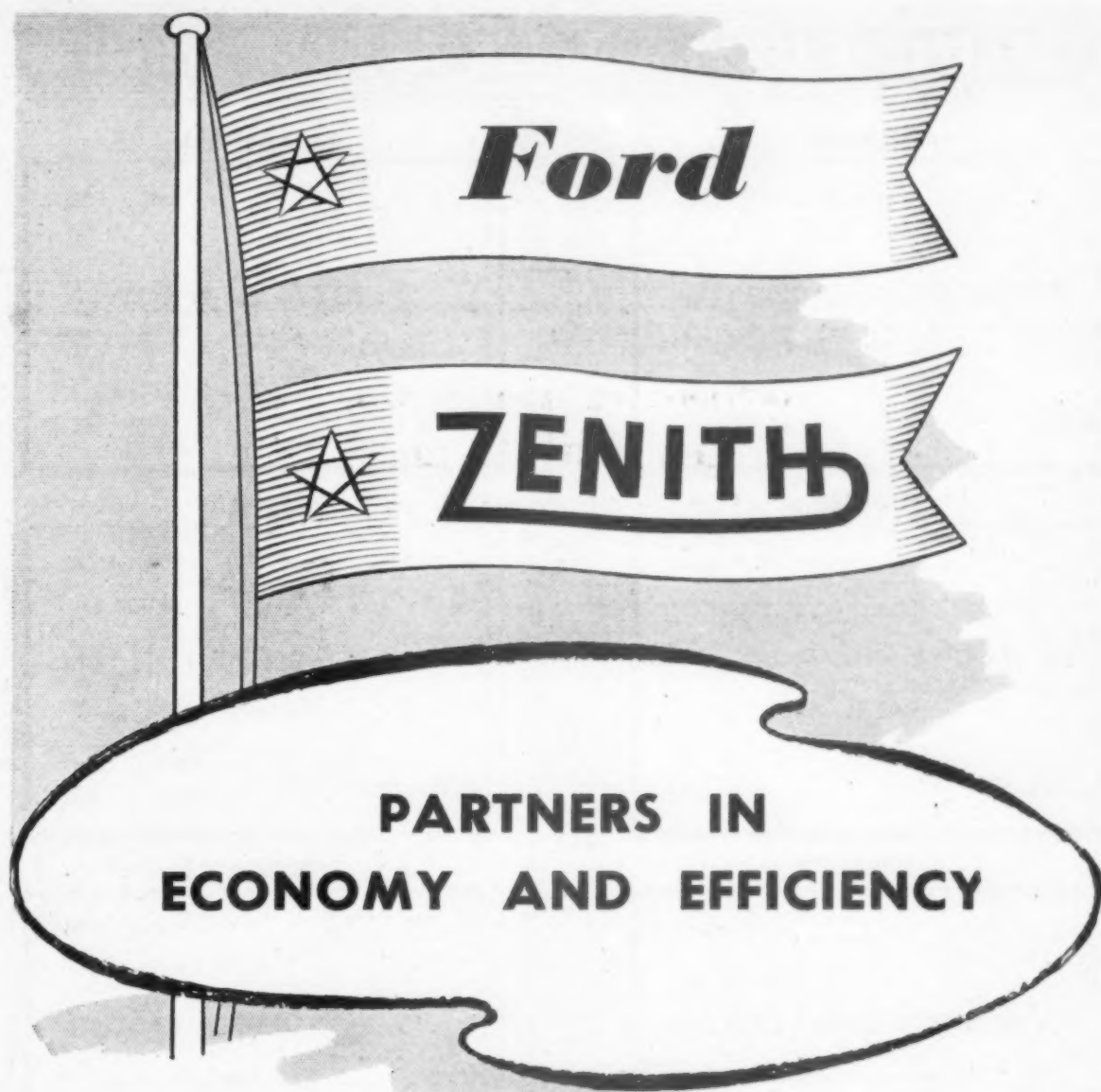
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Thank goodness for a warm car!

Bill and Molly had a few friends in to watch TV. The Wrights stayed late, and got drowsy in front of the fire. Time to go; Mr. W.'s left his overcoat at home.

And whew! How bleak the night air feels! Quick! Into the car, and on with the Smiths car heater! Thank goodness for a warm car!



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LONDON SHOW REVIEW

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No. 3022

Friday, October 30, 1953

Vol. XCIX

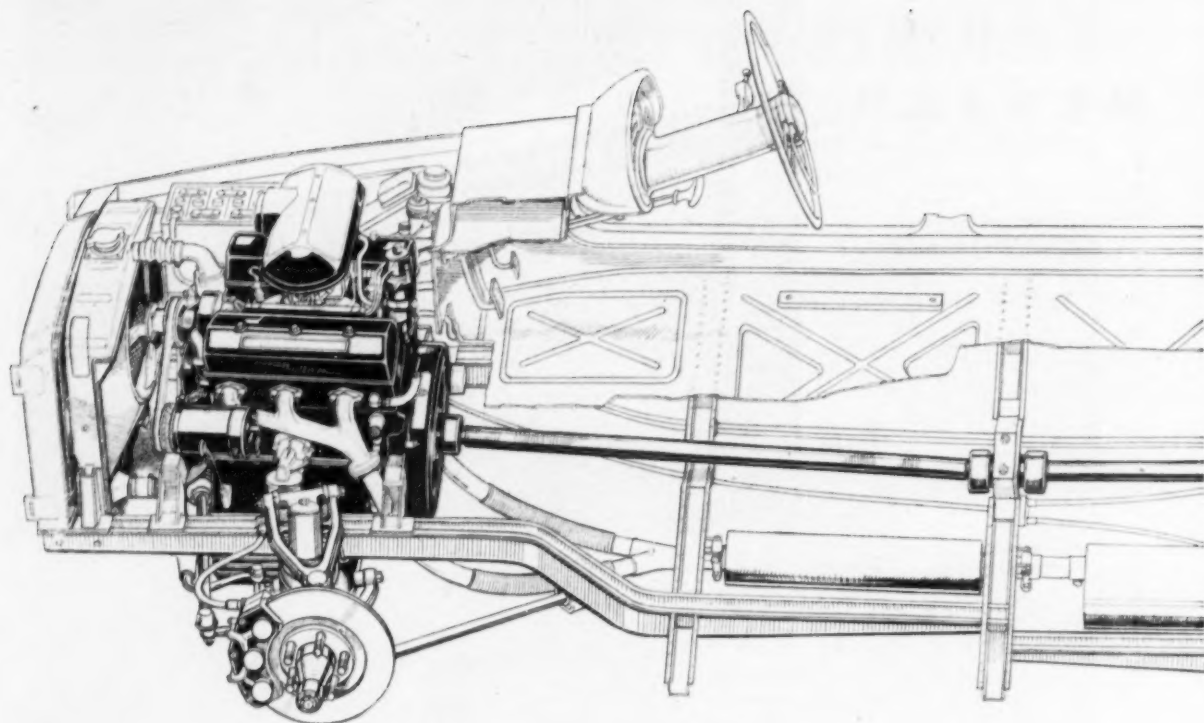
Ten Days in Review

THE period of the London Show has been particularly eventful; it has also been stimulating—even challenging. The public has demonstrated once more, and in no uncertain manner, that car ownership is one of the great desires of the internal combustion age, as well it might be. The fact is inconvenient for road safety cranks and for a Government that is reluctant to spend money on roads. The motor industry, with a sound business instinct that is to be wholly applauded, has demonstrated that it intends to satisfy public demand in every motoring respect; indeed, sometimes the London Show has tended to suggest that the manufacturers are ahead of demand, particularly in maximum speed. Let those who criticize such an attitude as indulgence pause to remember that the industry is still the largest export industry, and is thus the main prop of the British economy; export markets will not be retained if a horse and cart mentality, harking back to the beginning of the century as the golden age, is allowed to prevail.

The two great road transport needs of the times were stressed during the Show period. The Minister of Transport, inaugurating road safety week, implied that the greater was good "roadmanship." H.R.H. the Duke of Edinburgh, whose view was that of a motorist uninhibited by the frown of a tight-fisted Treasury, redressed the balance in his Show-opening speech: "At a recent conference on road safety convened by Lord Llewellyn," he said, "it stood out a mile that the greatest single culprit is dangerous roads, and the only real solution to that is a vastly improved road system. . . ." Figuratively speaking, there was a cheer from behind every steering wheel in the land in response to those words.

The London Show is a superb demonstration of the efforts of manufacturers to promote road safety: independent front suspension, servo-assisted braking, silky responding controls, excellent driving visibility, tyres of leech-like tenacity on corners—all such things help to ensure that the foolish road user shall be spared the consequences of his foolishness. To draw the comparison is odious, but just: The pedestrian is terribly vulnerable, and most accidents take place in city streets. Yet in how many streets is even the simple precaution of a guard rail taken?

This is the sombre side of the ten days of gaiety within the exhibition building, and there is a real danger that all sense of proportion will be lost in these matters. The road is not the only source of danger to life. The brighter side is the unforgettable spectacle of a mechanically minded race examining with pride the products of its engineers and comparing them with those of foreign countries; of thousands of motorists and would-be motorists playing the connoisseur amongst the unique collection of latest models that the Show represents; and, above all, of the beauty and ingenuity displayed by the cars themselves, a most stimulating testimonial to human progress at a time when other manifestations sow seeds of doubt.



THE TREND OF

A YEAR OF ENTERPRISE AND EXPANSION AS THE BUYER

ONCE MORE ASSUMES CONTROL: SMALL CARS REAPPEAR IN

FORCE WHILE IN AMERICA ENGINES GO ON GROWING

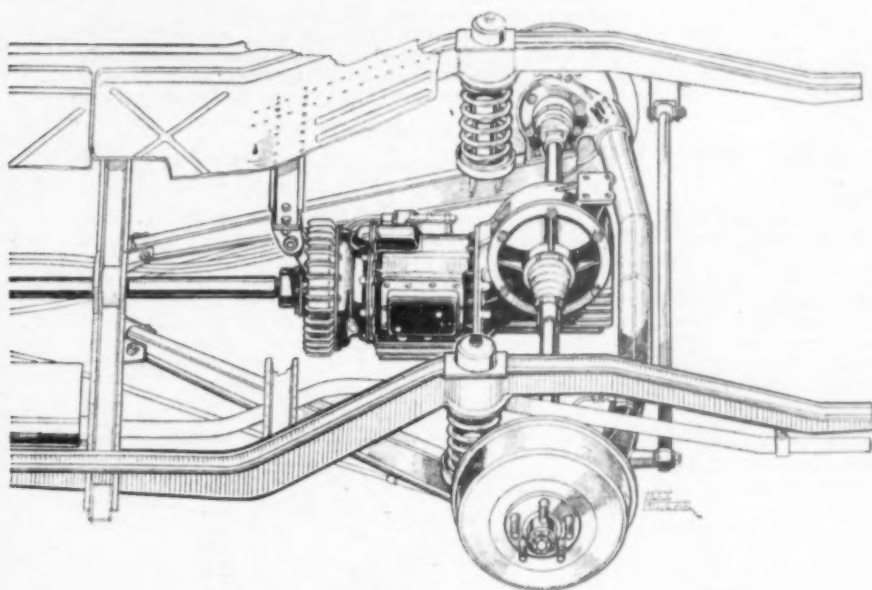
THE fact that that much-talked-of person, the average motorist, is a purely fictitious character perhaps means that the automobile industries of the world will never produce an average car. Although in many ways all cars are similar, while standardization to reduce costs results in a smaller number of individual groups producing cars, the immediate post-war Government-encouraged policy of "one model one make" has proved to be not only undesirable but also unable to survive competitive markets and free enterprise.

In a desire to produce the type of car for the particular section of the population for which they wish to cater, and at the same time increase the market coverage as much as possible, manufacturers are once again producing a range of cars of different sizes. There are, however, many lessons that have been learned during the war and immediate post-war periods, particularly as regards standardization and interchangeability, and they have been applied even where a range of products of different sizes is produced.

Although it is possible to scale down a car it is not possible to scale down the people who have to ride in it. Consequently, some manufacturers provide two models, one with the accent on performance, the other on economy, without the extremely large extra capital expenditure that would be necessary to produce two complete body styles, the two cars, in fact, being composed of almost identical body pressings, and the required characteristics of power on the one hand and low running costs on the other produced by a change in engine size and transmission ratios.

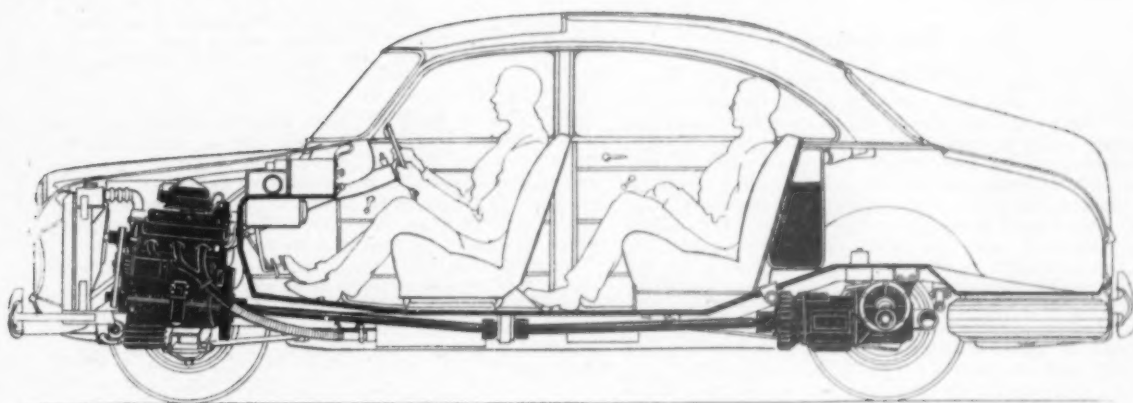
If further proof of the return to healthy competitive market conditions is needed it is provided by the increase in the number of sports cars at one end of the scale, and economy cars at the other. The range of available colour schemes is also increasing, while that typical British feature, the "de luxe model," is once again offered by some manufacturers. All these items influence the general trend of car design, necessity being the mother of invention. A close look at the technical developments which have taken place during the

THE yearly grouping of so many cars under Earl's Court's great roof gives a unique opportunity for the student of design to inspect the fruits of the research and development that have gone on in the motor industry during the past year. It is the result of this opportunity—coupled with the facilities possessed by this journal of sampling the majority of the world's cars during the course of a year—that prompts the annual appearance of this article. Practical experience, therefore, amplifies the collective theoretical knowledge of the journal as a whole: the outcome, set out in the following pages, may fairly be described as having considerable authority in both the information given and the comments provided.



In these two illustrations a number of the features that are likely to be found in the car of the future have been collected together. While all the features shown may not be found on one particular car, a number of them will apply to most cars. The vehicle shown has a V-six engine mounted well to the front of the car—over the front cross member. At the rear a single unit contains the automatic transmission and final drive. The fuel tank is mounted within the wheelbase and fins are fitted to the tail of the body.

DESIGN



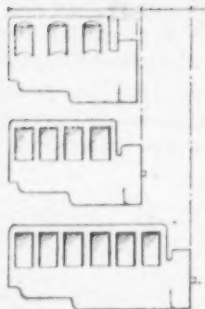
past year throws light on some interesting and important features.

ENGINES

Although the non-existent "average driver" is chiefly pre-occupied with the driving seat and controls, he is nevertheless very interested in what propels his car, a point that has been seized upon by the salesman of the American vehicle, with the result that there is at present what may be called a "power race," the published b.h.p. increasing as

every new model is announced. This trend must result in cars with particularly lively acceleration, but it does not improve the overall efficiency of the vehicle. A car should be considered as a machine for moving persons through the air at ground level, and a measure of efficiency would be the performance that can be obtained with a minimum amount of horse-power, which also means a minimum fuel consumption. On the other hand, if the increase in power output can be obtained without a corresponding increase in specific fuel consumption, some progress will have been made, as the resulting engine must be more efficient.

This diagram shows how the overall length of an engine can be reduced by rearranging the layout of the cylinders. The three examples shown are a V-six, a four-in-line and a six-in-line engine. Although the overall length of the V-six is almost as great as that of the four-cylinder engine, there can be more space available for cooling water.



THE TREND OF DESIGN continued

The steady increase in the octane rating of fuels is reflected by the general tendency towards slightly higher compression ratios in production engines. Unfortunately, high grade fuel is not universally available or used, and it is necessary for the manufacturers to cater for export markets which may not be able to obtain such fuel. The rate of compression ratio increase is in some cases retarded purely by production requirements, which prevent the use of differing compression ratios for one basic engine, a system which might tend to complicate flow production. The problem is simplified in some engines, particularly those with hemispherical combustion chambers, in which a change in compression ratio can be made by the simple method of replacing the pistons as distinct from modifying the cylinder head.

The desire to obtain the full benefits from the use of high octane fuel is reflected by the steady increase in the number of overhead-valve engines, which can be provided with more compact combustion chambers than is possible with a conventionally arranged side-valve engine. When high specific outputs are required there is little doubt that the hemispherical combustion chamber in one of its several forms, with inclined valves, can more than hold its own against the "inverted bath tub" type of chamber in a cylinder head with vertical valves.

Space Requirements

There are many factors influencing the choice of engine layout, one of the most important being the amount of space in, and the shape of, the engine compartment. It is no longer policy to design the chassis components of a car and then to tell the coachbuilder to build a body as well as he can; this arrangement does not provide a complete functional design. To obtain that, the complete vehicle must be considered as one unit, and in the quest for increased body space and improved streamlining qualities, together with a good measure of directional stability, there is a trend towards moving the passenger compartment more and more towards the front of the car. This being so, the engine bay has undergone a considerable change in shape from the long narrow tunnel-shaped structure, placed between two sweeping wings—typical of the styling in the 30s—to a short, wide compartment between, and in front of, the front wheel arches.

This has encouraged the use of V-type engines, in particular an eight-cylinder layout in the U.S.A., providing an adequate number of cylinders, and at the same time considerably reducing the overall length of the engine. The V engine, in some cases with a smaller number of cylinders, is also used on the Continent, not only because the shape and overall reduction in length enable the toe-board to be moved farther forward, but also because of the increase in rigidity that can be obtained in some of the major components by reducing their length: for example, its camshafts and crankshafts, as well as its cylinder block and head castings, are very much shorter. The V arrangement is not free

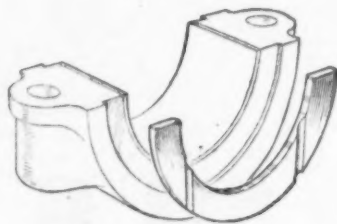
of drawbacks, however: undesirable couples occur with certain numbers of cylinders.

In an endeavour to increase market coverage, vehicle design in this country in particular is following two distinct trends, one towards cheap economical transport (of the "car for the masses" type), while the other is catering for the limited but influential market that exists for the sports car. In these developments engines play a particularly important part.

In this country the new small engines that have been produced since the war for economy cars show the increase in popularity of the overhead-valve type. On the other hand some very successful side-valve engines—although of slightly larger capacity—are still in production. All are examples of orthodox design, unlike some Continental engines, where flat twin- and flat four-cylinder arrangements are in quantity production, together with three-cylinder two-stroke engines

and diesel engines. The two-stroke is a well-trying design, but, although it is popular in some markets owing to its simplicity, it has not found the favour that it might be considered to deserve. The diesel engine on the other hand appears to be becoming increasingly popular; this is not necessarily because of the qualities of the diesel engine as such, but because of the reduced fuel costs that are obtained with this type of design; if a large mileage is covered, this reduction more than offsets the high initial cost.

For normal passenger car operation, where mileages are



The use of semi-circular thrust washers placed in one half of the bearing reduces by half the cost of these components in an engine and also simplifies machining.

likely to be comparatively low, it seems unlikely that the diesel unit will become particularly popular, because of the initial cost of the fuel injection equipment. Further, although the operation and maintenance of diesel-powered vehicles is a fairly simple problem, it is still a specialist job and to raise servicing standards to the required level might prove very costly for the owner-driver.

In petrol injection some of the problems associated with diesel fuel pump operation also apply and are, in fact, accentuated. For fuel injection to become universally accepted it must be either more efficient than normal carburation or else provide at least a comparable efficiency at less cost.

Cost Considerations

With a compression-ignition engine an electrical distributor unit and sparking plugs are not required, but this is not so with a petrol engine operating by direct fuel injection; therefore the ignition pump replaces the carburettor only as far as the substitution of components is concerned, and, at the present stage of development, fuel injection pumps are very much more costly than carburettors. Another problem is that, owing to the nature of the fluids, a unit pumping and metering petrol is liable to wear more quickly than one operating on diesel fuel. However, all these problems can, and will, be satisfactorily solved, provided that there is a

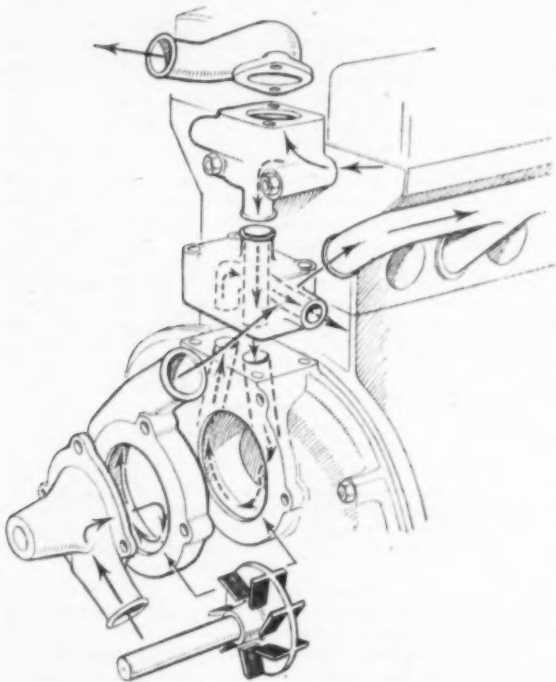
demand for the resultant product. Its use should theoretically improve mixture distribution, which may enable power output to be increased or fuel consumption to be reduced sufficiently to offset the increase in first cost.

In engines of a conventional type the general basic design has advanced to such an extent that steady development is left rather than any startling innovation. Developments may be brought about to improve the efficiency, particularly over a wider range of operating conditions, reduce the cost, and simplify production. The recent increase in the popularity of sports cars has shown that power outputs can be considerably increased. In a number of cases a standard saloon car engine has been successfully used to power a sports car after having undergone a certain amount of development work and tuning, most of the engine modifications having been carried out to the upper part of the power unit.

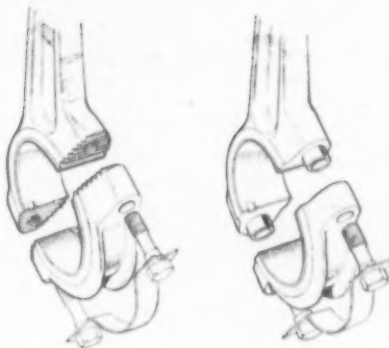
Light Alloy Heads

Perhaps the most important development has been the extended use of light alloys for cylinder heads. There are very many advantages in this arrangement. Compared with cast iron, the thermal conductivity is improved, enabling the cooling to be improved; the weight is less, which improves the power-to-weight ratio and facilitates handling during production, while yet another production feature is the ease of machining. But although light alloys may be more widely used for cylinder heads, their use for cylinder blocks is not likely to be extended. They would result in a considerable saving in weight, but the difference in the expansion rates of block and crankshaft might possibly cause bearing troubles. Moreover, the material does not have the stability and rigidity of a well-designed cast iron cylinder block.

For cars designed for high performance, the twin overhead camshaft layout with inclined valves and hemispherical combustion chambers is one of the most promising designs.



To improve the efficiency of the heating system a dual impeller can be used on the water pump, one side operating the normal engine cooling while the other operates the heater.



Engine assembly and maintenance are simplified by splitting the big-end bearings at an angle to the connecting rod centre line so that they can pass up through the cylinder bores. Two typical methods of locating the caps are shown.

It enables the reciprocating masses to be reduced to an absolute minimum, and, in spite of its superficial complexity, the design is fundamentally compact, simple and very efficient, requiring the minimum amount of routine maintenance. That this type of engine, once thought to be suitable only for sports cars, is equally efficient for luxurious saloon models is now an established fact.

To improve body space, the power unit is gradually being pushed farther forward. Instead of the sump being placed behind the front cross member, it is now often shaped so that it extends down in front of the cross member, which assists engine oil cooling.

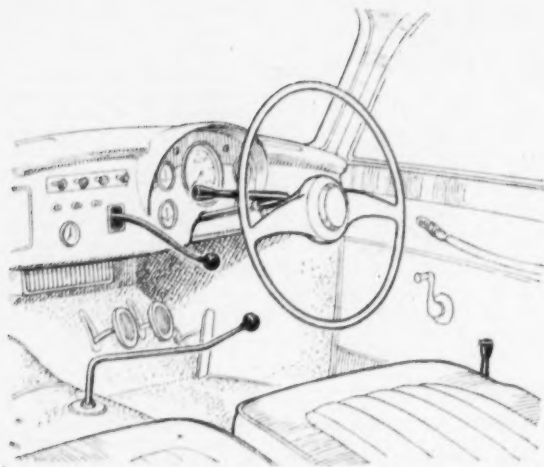
The extremely high cost of tooling up for the type of quantity production resulting in a competitive price limits the frequency with which design changes can be introduced. However, during the useful life of an engine—from its initial production until it is considered obsolete—steady improvement work takes place, and, provided that the results of the development work can be built into the basic design without the need for changes that would involve major tooling costs, they can be incorporated. Engine design need not be static, therefore.

Bore Enlargement

For example, one of the simplest ways of obtaining improved performance is to increase the capacity of the engine, and the simplest method of so doing in an existing design is to increase the bore of the cylinders. However, this can usually be done only to a very limited degree without reducing the water space, particularly between pairs of bores. This problem can be solved without the need for major design changes if the cylinder bores can be spaced slightly.

But although this boring operation can be accommodated quite simply by offsetting the connecting rods, this method is perhaps undesirable. The availability of bearing materials capable of withstanding higher unit loadings enables the bearing length to be reduced so that the bore diameter can be increased without reducing the minimum water spaces, a feature which in turn will result in more compact units for the future.

There are a number of apparently insignificant detail developments which are, in fact, very important; for example, the use of semi-circular instead of circular thrust washers to control the end float of the crankshaft reduces their cost by half. The connecting rod split at an angle to its longitudinal axis can reduce the labour cost of a repair bill involving a change of pistons or rings by a very considerable amount, although its first cost may be slightly higher because of the necessity of more definite location of the cap.



The gear lever position is not yet standardized and four current positions are shown. There are the central change, located in the fascia or on the floor, the steering column change and the side lever.

THE TREND OF DESIGN continued

The desire to increase the specific output has brought about improvements in engine cooling, thermo-syphon systems being superseded by pumped circuits which, in many cases, convey the coolant direct to the cylinder head, where jets and ducts cause it to impinge on the exhaust ports and sparking plug bosses while the cooling water around the cylinder bores remains semi-stagnant. Another feature that has increased the popularity of pump-type cooling is the almost universal acceptance of the heater as desirable equipment; in some cases an additional impeller is provided to operate the heater circuit.

TRANSMISSION—Manual and Automatic

Although the dry single-plate clutch and three- or four-speed synchromesh gear box have held their own in the majority of cars produced in Europe, the transatlantic challenge in the form of automatic transmission, with two-pedal control indicates the future trend, even for cars produced in this country. The impact that these mechanisms have made can be realized when it is known that already in some parts of the U.S.A. two driving licences are issued, one permitting drivers to operate only vehicles fitted with automatic transmission. This means that there will be a coming generation of drivers completely unfamiliar with operating a conventional clutch and gear box. The position is even more interesting in that the type of car popular in America, possessing a large engine and having a high power-to-weight ratio, is one on which gear changes need be made much less frequently than with the smaller, higher-revving type of engine found in Europe: ideal conditions, incidentally, for the automatic transmission in its present stage of development.

The argument against automatic transmission in the forms in which it is at present found is that it is heavy, costly, liable to use more fuel and not to give a skilled driver the amount of control that he would have with a conventional manual transmission.

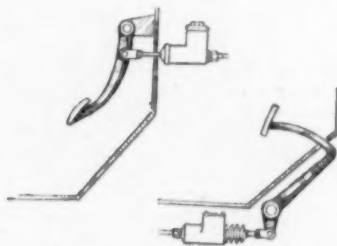
In a competitive market the manufacturer will not introduce a component that increases the price of the vehicle considerably above that of his competitors unless he feels confident that the advantages will, in the eyes of the public,

warrant the increase, in which case the competitors will soon fall in line! Further, to produce transmission units, or in fact any major component or unit, at a low price, involves quantity production methods, which in turn mean that transmissions which are suitable for a large number of cars must be produced by a component manufacturer, or alternatively that the car manufacturer must be able to tool up for a sufficiently large quantity to enable the unit to be produced economically. Already, both in this country and on the Continent, cars are available with automatic transmissions, and although in some cases these are of American origin and are available only for cars exported to dollar areas, at least one example can be purchased in this country. There is little doubt that others will follow this lead.

Two Types

As regards type, there are two main automatic transmission groups: (i) those employing a fluid coupling, in which the intrinsic slip is turned to good account by permitting the car to be accelerated from rest by opening the throttle, but does not provide torque multiplication. This still has to be achieved by trains of gears, usually of the planetary type; (ii) those employing a torque converter, which provides torque multiplication through a limited range by the arrangement and shape of the turbine members and blades; epicyclic gear trains are then used to increase the range of torque multiplication, but naturally fewer are required.

In normal car use, the efficiency of the units compared with the conventional transmission will depend on the amount of slip in top gear. With the fluid coupling (or fluid flywheel) type of transmission, cars produced in this country for many years have demonstrated that it is possible to obtain a satisfactory degree of efficiency. With a torque converter this problem is sometimes a little more complex, and a lock-up clutch is sometimes fitted in the circuit to by-pass the torque converter for top gear operation, and thus to improve the efficiency; this helps in reducing the fuel consumption. From this point of view, then, it would seem that the fluid coupling type of transmission would be the more desirable; however, the torque converter reduces the number



With the growing popularity of hydraulic operation for the clutch as well as the brakes, pendant pedals are often used, the two operating cylinders being placed together and sometimes supplied by a common reservoir.

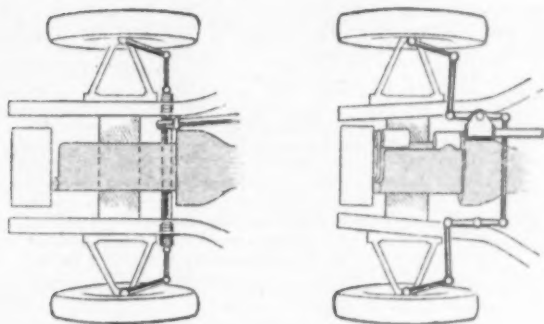
of working parts, as fewer gear trains are required. The unit is thus lighter and less costly.

The ideal arrangement would be a torque converter that would provide the complete range of required torque multiplication; the gear box could then be eliminated apart from a reverse gear. However, this is not yet possible, and where torque converters are used they are complemented by one or more gear trains. For the large cars of American design torque converter transmission is becoming increasingly popular, but it is quite likely that for future European trans-

missions designers will favour the fluid coupling with a three- or four-speed gear train, at least initially, as this could be more readily arranged to give a measure of driver control and so pave the way for the fully automatic device which will no doubt follow.

The very small cars, by reason of their limited power output and consequent need for frequent gear changing, are the type that could benefit most from an automatic transmission. Existing automatic transmissions, however, are not suitable for small engines. Moreover, the extra cost and weight present problems that are extremely difficult to overcome.

In conventional transmissions the clutch pedal is well



The forward placing of the engine enables the steering units to be positioned behind the cross member—to the rear of the power unit. This arrangement allows the steering column length to be reduced considerably.

established in its position in relation to brake and throttle, but gear lever positions are by no means finalized. The introduction of full-width body styles, with three-abreast front seating, brought about the revival of the steering column gear change, the original examples of which are almost as old as the industry. However, the links and levers required to couple the lever at the top of the steering column to the gear box at the back of the engine, which is flexibly mounted in the frame, in many cases leave something to be desired, particularly in comparison with the direct central control which this mechanism displaced. After a vogue of the steering column gear change for several years, there is evidence that a more simple type of control will return, which will still permit three-abreast seating if desired, and enable the control lever to be more directly coupled to the mechanism which it exists to operate. Two alternatives are the right-hand control, again a revival of the past, and the central remote control, offset if necessary to bring it closer to the driver and out of the way of the centre passenger who can still be carried.

There is a trend towards hydraulics for clutch operation in preference to the mechanical linkage that has been used in the past. The hydraulic unit provides more efficient control, bearing in mind the fact that power units are flexibly mounted.

STEERING

The extended use of automatic transmission and servo-assisted brakes, which both offer an extremely light means of control, perhaps emphasizes the attraction of power-assisted steering. While it is appreciated that in the U.S.A. one of the primary objects of the introduction of this was to facilitate kerbside parking in a confined space, there is little doubt that a correctly designed servo-assisted unit can enable the number of steering wheel turns from lock to lock to be reduced, in some cases to the desirable figure of around 2½ to 3 in place of the 4 and 5 turns frequently used in that country before the adoption of power steering. It

should be recorded that there have been instances of power-assisted steering being introduced without the desirable reduction, but this should not be considered as a design trend so much as a diplomatic measure.

On the small lightweight car, power-assisted steering is neither necessary nor desirable on grounds of cost and possible added weight. In this field the conventional type of steering mechanism in two general forms appears to be quite satisfactory.

The use of independent front suspension has complicated the steering mechanism compared with the beam axle layout. However, after experiment with many variations, the three-piece track rod (and slave lever mounted on the chassis frame on the opposite side to the steering box) is extremely popular in conjunction with wishbone i.f.s. The other very satisfactory and well-tried unit is the rack and pinion steering mechanism, which also, in effect, forms a three-piece track rod. The type of steering used is frequently governed by the space available for the location of the steering units, and here again the forward shift of the power unit influences the arrangement of the steering controls. For example, on cars with a cross member running in front of the engine it has often been necessary to fit a long steering column running from the front of the car (in a vulnerable position) back to the driving compartment. On some more modern designs with the steering mechanism completely behind the engine a much shorter steering column can be used, and as well as reducing the weight of this component by reason of its reduction in length, this layout is probably safer in its remoteness from the front of the car.

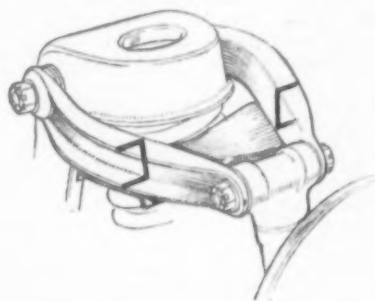
There is in a number of cases a trend towards the use of a jointed steering column, a feature that provides a measure of insulation from road shock and vibration and permits a greater tolerance during assembly.

FRONT SUSPENSION

For the majority of the quantity production cars independent front suspension by coil springs and upper and lower wishbones is the order of the day. This arrangement is as well suited to unit construction as to the separate chassis type of vehicle. It is fairly simple and cheap to produce, particularly with the increase in the use of pressings instead of forgings for wishbones.

Both to cut down the number of lubrication points and also to provide insulation from road noise there is an increase in the use of rubber bushes in the suspension. However, undesirable flexibility may under certain conditions result from the use of rubber. For example, a change in castor angle could arise because of brake torque reaction and so struts can be used, attached in such a way that they do not affect the normal bump and rebound movement of the suspension, but do restrict the movement that could be brought about by torque reaction.

The increase in the popularity of the coil spring no doubt comes from the fact that it is cheaper to produce and easier to house than a straight torsion bar; it is also considerably



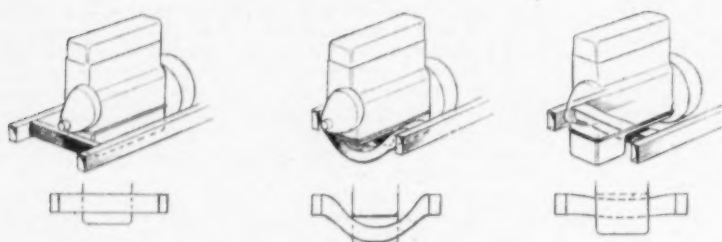
Steel pressings for the wishbones of independent front suspensions are becoming increasingly popular, particularly for the top sets when they do not also form the suspension damper arms.

THE TREND OF DESIGN continued

lighter than a leaf spring, although it does not possess the self-damping qualities brought about by leaf spring blade friction. Perhaps the chief theoretical disadvantage of the long and short wishbone type of suspension is the change in camber angle it permits, and the consequent slight change in track with variation in wheel positions; but in practice this system is very satisfactory.

FINAL DRIVE AND REAR SUSPENSION

At the rear of the car the well-known Hotchkiss drive continues to hold its own. This simple layout, employing two leaf springs to locate the axle, support the weight of



In order to place the engine over the front cross member it is necessary to concentrate the oil-carrying space of the sump at one end. If this is in front of the cross member it assists the oil cooling.

the vehicle and resist torque reactions for both driving and braking conditions, has for many years provided a simple and quite satisfactory solution to a complicated problem. There are several disadvantages with this layout that are causing designers to seek for something better. For example, the complete final drive unit is unsprung; consequently the propeller-shaft must be provided with a considerable amount of space in which to operate—space which encroaches on the body interior layout, with the result that it is often necessary to incorporate a propeller-shaft tunnel. Other disadvantages are the magnitude of the unsprung weight (particularly if the weight of the complete vehicle is low) and winding up of the springs because of torque reaction.

Alternatives Sought

In the quest for an improved type of rear suspension a number of independent arrangements have been tried, most of which tend to produce undesirable rear-end steering effects. There is, therefore, a slight move towards a system which can be described as midway between a Hotchkiss drive and independent rear suspension—the de Dion rear axle. This is more costly to produce than the Hotchkiss drive, but it does enable the final drive unit to be mounted as part of the sprung mass, which enables the propeller-shaft tunnel to be reduced; this in turn increases the interior body space. The wheels are still coupled together by a rigid axle tube.

Having located the mass of the engine well to the front, an even greater economy in body space can be achieved if all the transmission gearing is mounted at the rear in one complete unit. Not only does this increase the space in the front compartment, but it also means that a smaller propeller-shaft can be used, as it is required only to transmit engine torque and not first-gear torque. Moreover, the weight then tends more to be concentrated at the ends of the car, which improves its handling characteristics via the not easily comprehended effects of an increased polar moment of inertia round the vertical axis.

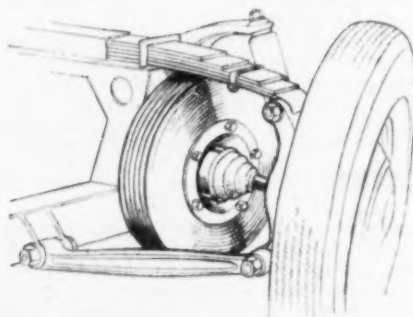
In rear suspensions other than the Hotchkiss drive, the most popular arrangement for axle location is a system of trailing arms or links, in which coil springs are mounted on the arms, or torsion bars are attached to their forward ends.

Reduction in overall weight, together with the increase in seating capacity and luggage locker space, has emphasized the need for variable rate suspensions, in which, in effect, the springing becomes progressively stiffer under load. They are particularly necessary if it is desired to provide a comfortable ride for one occupant and yet to prevent excessive spring deflections when the car is fully laden. One of the most popular methods of providing a variable rate is to employ leaf springs with helper blades which come into operation after the main body of the spring has been deflected by a predetermined amount. It is possible to provide a variable rate with coil springs and straight torsion bars, but the use of helper blades on leaf springs is one of the simplest and cheapest methods of obtaining the desired result.

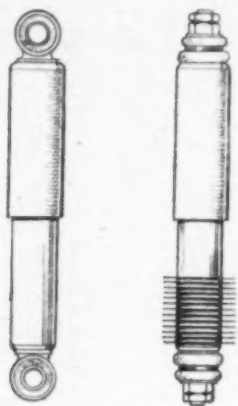
FRAME AND BODY CONSTRUCTION

Although integral construction is being increasingly adopted by large-production manufacturers, in certain quarters the separate chassis frame continues to hold its own. This is particularly so where several body styles are built on to a common chassis, although there are a number of instances of this practice with chassisless construction. Apart from the structural requirements, a number of other features influence the design followed, one of the most important being insulation. Where a separate chassis is used it is possible to provide insulating material between body and chassis at the attachment points. With integral construction it is necessary to eliminate the metallic contact between the moving parts as much as possible by the use of rubber at the pivot points of the suspension system, and also at the spring pans and attachment points.

Regardless of type of structure used, the general trend is towards increasing torsional rigidity and stiffness while making the structure as light as possible and eliminating local stress concentrations.



By placing the front brakes inboard the unsprung weight is reduced, the cooling can be improved and the brake drum dimensions can in some cases be increased. It is necessary, however, to couple the brake drums to the wheels with the aid of universally jointed shafts.

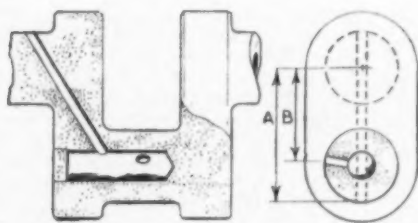


When a suspension damper is attached by means of rubber bushes or washers so that it has no metallic contact with the frame to provide an escape for heat it is sometimes desirable to reduce the working temperature of the damper fluid. One method of doing this is by the use of fins attached to the lower portion of the damper casing.

Much attention is being given to the front cross member with its attachment points for the front suspension, and although some manufacturers prefer the arrangement whereby the complete front cross member, together with the front suspension and in some cases the steering mechanism as well, is completely detachable, this trend is by no means general, nor for that matter particularly new. The shape of the front cross member is undergoing a gradual change. When power units were set well back in the chassis the front cross member could be placed in front of the engine. As engines were moved farther forward there was some tendency to curve the cross member so that it would clear the front part of the engine, while now, with the steady advance of the engine position, the front cross member has in some cases been partially overtaken by the power unit. By placing the major front chassis weights well forward, the undesirable effect of rear end overhang, brought about by the need to provide adequate luggage accommodation, is partially offset.

The recognized method of fabricating both chassis frames and steel body structures is welding, and in general box-section members are used which are built up from either two U-section pressings, welded together, or a "top hat" section with a closing plate.

In between the extremes of unit body-chassis construction and the traditional frame of box-section side members and



To improve crankshaft lubrication the simple system of providing an oil passage by means of cross drilling straight through from the main journal bearing to the big-end bearing is often modified. A sludge trap is provided by boring the big-end journal, and the oilway from this trap is drilled at right angles to the line of the crank throw. This arrangement also helps to overcome the undesirable effects of centrifugal force on the lubricant, as the oil is ejected at a smaller radius than the maximum, thus lessening centrifugal force and using it to help "spread" the oil round the bearing.

cruciform is a wide range of space frames, and the adaptability of this type of structure should lead to its increasing use; it is, however, suitable only for small-scale production, and is somewhat limited in application.

BRAKES

The general increase in performance has emphasized the need for improvements in braking—there is no point in making a vehicle go very fast if it is not possible to stop it. The general styling trend which has resulted in a reduction in wheel size makes the incorporation of larger brakes extremely difficult, for with the conventional arrangement of the brake drum inside the wheel there is a limit to the increase in drum size that can be made; nor is this necessarily an answer to the problem. Braking problems are further complicated by fade, which can occur if the braking system becomes too hot. This problem is not eased by the fact that brake drums are invariably shrouded, and, unless special precautions are taken, they do not receive sufficient cooling air.

Racing Research

In an effort to overcome all these difficulties various solutions have been tried, and here it is likely that the advance development work that has been carried out on some sports racing cars may show the trend of brake design for future production models. Broadly, there are two parallel lines of development: one is improving and modifying the existing internal expanding type of brake, the other is adopting disc type brakes. If drum type brakes can be made of adequate proportions, and can be well cooled, they appear to give satisfactory results. Besides the limit to the size of drum that can be accommodated in the wheel, a second factor is unsprung weight, for brake drums must be rigid if they are to function correctly, and this in turn must



When a servo-assisted braking system is used it is possible to fit two-trailing shoes at the front, a system which results in brakes that are less influenced by temperature changes.

result in a substantial amount of metal probably disposed in the form of webs or cooling fins around the periphery of the drum, a factor which does not help the reduction of unsprung weight.

One solution is the adoption of inboard brakes at the front, connected to the wheels by short shafts and universal joints, a method that has been employed by one Continental manufacturer for a sports racing car and by another in one of the most unorthodox small car designs of today. This arrangement reduces the unsprung weight and also allows the drums to be of adequate proportions and effectively cooled. The use of inboard brakes at the rear, however, does create cooling problems.

The much-discussed disc brakes can be readily accommodated in the wheel and have, in fact, been used very successfully for some sports car races, such as Le Mans this year, but there is still much development work to be done before they are in production on ordinary saloon cars, and then it is probable that they will be adopted for the front wheels only unless fundamental design changes are made to rear axles.

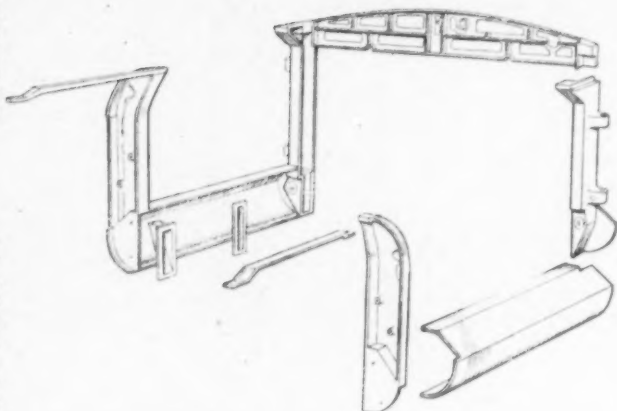
Hydraulic brake operation is now almost universal, although there are still several methods of shoe arrangement such as two-leading shoe, leading and trailing shoe, two-trailing shoe, or combinations of the three, depending on the

type of vehicle. For small and medium-sized cars a simple hydraulic circuit with two-leading shoes for the front drums, and leading and trailing shoes for the rear, appears to be satisfactory, but for the faster cars there is an increasing trend towards servo-assisted units, particularly of the vacuum type, in which case it is possible to use two-trailing shoes for the front drums, an arrangement which is claimed to be less susceptible to brake fade.

WHEELS AND TYRES

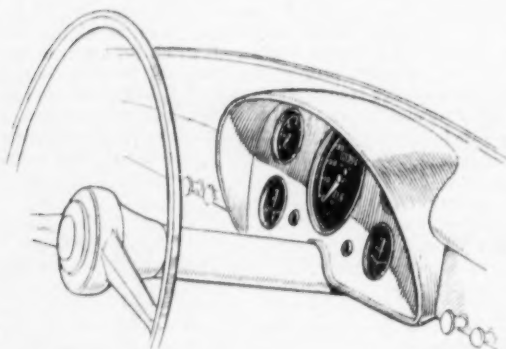
The pressed steel disc wheel, held by four or five studs and nuts, continues to give satisfactory service for the majority of quantity production cars, and, for that matter, for a number of sports cars as well. There is a present revival, or perhaps it can be called a fashion, of centre lock wire wheels, which can now be supplied as optional equipment on a number of sporting vehicles. The use of such wheels may help to reduce the working temperature of the brakes, but it is not at all certain that the wire spokes assist the circulation of air as much as some types of disc wheel have the power to do.

Although the use of broad base rims is not a new feature on some vehicles, it is becoming increasingly popular, as it



For cars of limited production a light alloy casting is often used in place of pressings for some of the body frame members. These can be both welded and bolted together.

THE TREND OF DESIGN continued



To prevent glare and reflections in the windscreen when the instruments are placed in front of the steering wheel, they are often shielded by a cowl. This latter is particularly necessary where curved windscreens are used, though the advantage of a cowl is nullified if there are any chromium plated fittings on the steering wheel.

provides better tyre support, improves the stability of the vehicle, and in some cases reduces or eliminates tyre scream. Smaller diameter wheels reduce the space taken up by wheel arches, and also the amount of room required to accommodate the spare wheel. Tyre designers are still searching for the "ultimate"—a tyre that has all the good features of a conventional design but also is immune from punctures. If this happy state of affairs is reached commercially it will enable the spare wheel to be dispensed with, a step that will not only reduce overall weight and cost, but also increase the carrying space. However, it is likely that the spare wheel will be a feature for some time to come.

Speed and Tyres

The standard type of production tyre is satisfactory for normal operating speeds, but with more and more production cars reaching and exceeding the three-figure mark there is a trend towards the use of tyres designed to withstand the higher speeds. These tyres are midway between an ordinary road tyre and a racing tyre, and they are designed to stand up to the high operating speeds while at the same

time not creating as much road noise as a modern racing tyre.

BODYWORK

Many interesting developments in bodywork have taken place during recent years. For the quantity-produced car the pressed-steel body, at its present stage of development, is very satisfactory. It is a very strong structure and the addition of local stiffening members enables the use of a separate chassis frame to be dispensed with. However, the necessary tooling up for such a body is an extremely costly and lengthy process, and its cost can be justified only if the quantity of units produced can offset the cost of the tools. Also, the length of time necessary to tool up means that a long run must be guaranteed once the vehicle is in production. It is, therefore, not possible to make many styling changes other than those of a superficial or "face lift" nature. This being so, designers of cars for limited production have considered alternative methods which are more elastic and can, therefore, be more readily adapted to suit their requirements, as they do not use so many costly press tools.

Traditional Methods

The well-established coachbuilders' technique of employing an ash frame to which steel or light-alloy body panels are attached is still used where a very limited production is required, such as "one-off" bodies to customers' requirements, built on expensive chassis, but between these two extremes it is necessary to produce what may be called small-scale production standard bodies. Although it can be done by means of wood frame and panelling methods, this involves many operations which are not particularly well suited to even small quantity production methods. Also large quantities of timber for constructional purposes are not an ideal proposition for some countries to which cars are exported.

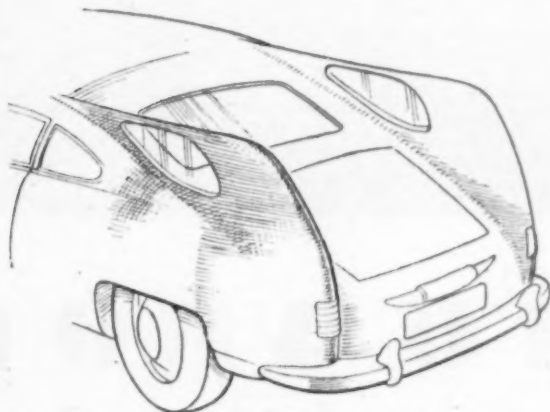
One answer is to employ light-alloy castings for body framework. These can be produced to very accurate limits; they are light, can be assembled by bolting, riveting or welding, and can be produced in limited quantities much more cheaply than pressings, bearing in mind the high tool costs that would be involved. On the other hand it should not be thought that castings provide the solution to all body frame problems on the type of car concerned, and there is a trend towards the use of composite structures

using a variety of materials, including small amounts of woodwork, the keynote of the design being the use of the most suitable and least costly material for the individual components.

Apart from the structural frame members of a body, there are also the panels, or skin, which may or may not function as a stress-carrying member, depending on the body style. It is in this field that the greatest change is likely to be seen, as there is considerable scope for the use of plastic and synthetic materials. Both in this country and in the U.S.A. Fibreglass has been used for the body shells of sports cars, and although some production problems may still have to be solved there is little doubt that satisfactory bodies can be produced from this material. Apart from the actual body shell, this material has also been successfully employed for the production of shaping blocks, on which hand-beaten panels are formed, a use which demonstrates the toughness of the material. This type of form tool can be produced at a fraction of the cost that would be involved in the manufacture of a form tool by conventional methods.

Not Inferior

Fibreglass and other plastic materials are not "cheap and nasty" substitutes for steel or aluminium. The material is quite costly, yet the ease of production and the comparative speed at which changes in body styling can be made render the use of this material an attractive proposition. Much attention, especially in America, is being devoted to



For the faster and more streamlined cars tail fins may well be employed to improve the directional stability. Several examples of their use have appeared during the past year.

finding methods of quantity production for this type of body. If such are devised, the trend towards this construction is likely to increase rapidly.

More forward seating often means that the toe-board is placed where the wheel arches protrude into the passenger compartment. This may complicate the arrangement of control pedals on cars with conventional transmission, although the use of relatively small diameter wheels helps to reduce this problem. The adoption of automatic transmissions and two-pedal control would considerably simplify the pedal layout and increase driver comfort, while the use of automatic head lamp dipping devices could eliminate the use of yet another control, the foot-operated dipswitch.

Although curved glass windcreens can be made to reduce the blind spot produced by the screen pillars, or at least move it back out of the normal line of vision, these glasses sometimes tend to reflect the instrument lighting and bright interior fittings. This is particularly so if the screen is appreciably raked. Reflections in a windscreen are a particularly bad feature, as they can cause eye-strain and also reduce visibility, particularly when driving in bad weather.

To overcome this difficulty there is a trend towards the use of cowed instruments and the use of moulded plastics enables a suitable cowl to be produced at low cost. There is, however, room for considerable improvement in the arrangement of instrument lighting so that it does not cause glare or reflection.

The shift forward of the front compartment has also brought with it a rearrangement of the rear end. For example, a common position for the fuel tank is now over the rear axle, or in some cases slightly inside the wheelbase, so that change in weight distribution because of variation in fuel carried is reduced to a minimum. This in turn enables the spare wheel to be repositioned to allow a very large increase in luggage locker space.

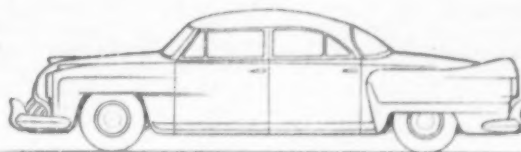
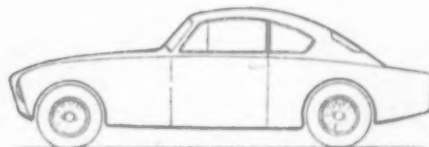
In external body shape there are two major styling trends, the American and the Italian, but already some large American companies employ Italian body designers and it would seem that the car of the future will be a merger of American utility with Italian beauty of line, the major emphasis depending on the purpose for which the car is designed; for example, a sports car compared with a family saloon.

The importance of a correct functional shape for a moving vehicle is being appreciated more and more. Without entering into aerodynamics it would seem likely that tail fins will be used at least on some of the faster cars, to improve the directional stability and reduce the effect of the turning moment that can exist if the centre of pressure is well in front of the centre of gravity.

ELECTRICAL EQUIPMENT

Demands made on the electrical equipment are increasing year by year, particularly on the type of car that is fully equipped with many other electrically operated items besides the heater and radio. This being so, there is an increasing world trend towards 12-volt in place of 6-volt systems. There are many ingenious electrical items which can be and have been fitted to cars, such as power-operated heads, windows and seats; automatic dipping devices, and so forth. The extent to which this equipment will be found in the car of the future will no doubt depend on the cost and reliability of these units. Extra equipment fitted to a car must be at least as reliable as the standard components, and this tends to increase cost if the extra equipment is elaborate.

Increase in glass area, together with the more general use of curved glass, has resulted in the adoption of improved windscreen wiper units, which are now frequently fitted with a two-speed device. At the rear the main problem is to clean the glass so that the rear view mirror can function. On some vehicles a rear screenwiper is used, while in other cases demisting is carried out by electrical elements, or by ducting from the main heater unit.



These two diagrams show typical features of Italian and American body styling which will influence the body of the future. Although the diagrams may appear to exaggerate the clean lines of the one and the cluttered lines of the other, a glance at photographs of certain contemporary cars from these two countries will nullify the impression.



THE SHOW OF

EARLS COURT REVIEWED: MOST SUCCESSFUL POST-WAR EXHIBITION

IN post-war terms—the Show of Shows. That seems to be the general opinion of the 38th London Show, and certainly Earls Court, 1953, merits a few superlatives; which means, of course, that the industry behind the Show really earns them. From the moment that the visitor first enters Earls Court he is conscious of something new in the air. The newness is the fresh breeze of competition—or should it be the keen breeze? This is a competitive Show.

Public interest in the 1953 exhibition was whipped up by the introduction shortly beforehand of several new models in the cheapest class, and by the price-cutting and manoeuvring that went on in that class right up to the eve of opening. The race for the lead in the "cheapest car" stakes was led at

one time by Standard with the overhead-valve Eight. Sir Patrick Hennessy, deputy chairman of Ford's, while seeming to have passed up the challenge by the introduction of the Anglia and Prefect at a considerably higher price (although below that of the Morris Minor), gave a hint that Ford might return to the race when, as it were, they got their second wind. In the meantime the Show drew near and Austin introduced the two-door version of the A.30 Seven at a price which just undercut the Standard's. Then, two days before the Show opened, the Ford dark horse strode strongly into the lead in the guise of the Popular, undercutting its nearest rival by about 20 per cent. It looked, and still looks, like certain victory for Dagenham.

And there, as the Show opened, they

all were, the stands being almost in juxtaposition; in fact, Austin are alongside Morris, with Ford and Standard only one stand away in different directions. Naturally, the crowds gravitated towards that central area and soon the respective virtues of the marginal class of cars were under hot discussion. The discussion continues.

Ford must be awarded the palm for the most striking display in this class. An ivory Prefect with gold tyres occupies the place of honour on the turntable, and the gold tyres are a masterly display touch. However, the cheapest car on the British market has a prominent place on the Dagenham company's stand, and is tastefully done in blue with a crafty touch of contrast in the red ring round the India tyres. The Popular is not entirely similar to the

old Anglia; there has been a reduction in size of the head lamps, and a little chromium plate has been relinquished in their neighbourhood and on the bumpers. At the basic figure of £275 there is no doubt about the attraction of this car, particularly with the more powerful 1,172 c.c. engine. The number of vehicles on the roads of Britain is already increasing by leaps and bounds—about a thousand a day, it is estimated—and the curve will surely make an almost vertical climb as these low-priced cars get into full-scale production.

Westminster's Baby

That, incidentally, will be a point of crisis for a Government that has consistently neglected the roads, but that is Westminster's worry, and Westminster's fault. The Show visitor, studying the small cars with an eye to purchase, is not inclined to wonder whether there will be room on the road for him when he gets delivery; he is too excited at the fact that at last he can order a car with some expectation of delivery within a reasonable time, and that the manufacturers have at last produced small cars that are well within the range of a tremendous number of Welfare State pockets.

The Morris Minor appears in several styles and colours—blue saloon, grey tourer and black traveller's car. The Minor now has many years of success behind it as a design, and accordingly has that much pull over some of the others; on the other hand, the price is the highest amongst the really small class. Using a similar engine, Austin's

invalidates the comparison, the basis of such being price.

The French marginal car, therefore, must be examined as a technical *tour de force*, and this it most certainly is. The basis, be it noted, is one that is often used by Continental manufacturers, but neglected in Britain—a flat platform with suspension arms for the four wheels, leading and trailing fore and aft. Though expensive by comparison with other structures, this type of basic structure leads to subsequent economies in manufacture.

The flat-twin engine of the Citroën drives the front wheels, and the chassis is an object lesson in ingenuity for the sake of economy. The finished car on the stand—in battleship grey with dull red wheels—has one or two refinements that the typical 2 c.v. encountered on the roads of France lacks (such as chromium bumpers), but it remains the really marginal car built to an objective of long life, good service and small outlay.

750 Continues

The other car in this class from across the Channel—the 750 Renault, assembled in Britain—is largely unchanged and is also difficult of direct price comparison with the latest models from the British factories; again, therefore, its technical specification takes pride of place, chief features being the rear engine in conjunction with four-wheel independent suspension.

To sit in these small cars for long journeys is no penance even for the tall man; various ingenuities are built in to enable him to relax. Thus the leg can

be stretched out from the rear alongside the front seats in the Ford Anglia and Prefect—a considerable boon—while the seating of the Standard Eight, with shallow backs, takes up less room than the more normal seat squab of some three inches thickness. Again, the Citroën goes to the ultimate with hammock seats, but experience has shown that they give a remarkably comfortable ride; after all, what is more comfortable than the deck chair, built on the same principle?

Farther up the price and size scales, comfort is taken for granted, but this year sees extra effort in several directions. The ultimate is reached, perhaps, in the Hooper-bodied Lanchester Dauphin, where a quite large car has been designed to seat just four in complete comfort, with something approaching separate armchairs at the back. The American Nash, indeed, might claim to go farther, for the front seat of the Ambassador Custom on the stand near the main entrance folds back to make a bed with the back seat. For motorists whose work often demands that they "take a risk" as regards finding an hotel for the night, such a feature can be a real boon, and wider copying of the simple principle involved might be advocated.

Schizophrenic Trend

Several cars show a hesitant retreat from the bench seat towards two separate seats in front, and it might be prophesied that "three abreast" in front has lost something of its appeal as a catch phrase. The fact is that a car must be very wide indeed to seat three abreast in front in comfort, and few British cars are. Thus there is more tendency to make the carriage of three on the front seat a strictly occasional business and not to pretend that it represents the ideal seating for motoring. On the other hand, the

SHOWS

A.30 Seven in the two-door version appears in blue-green with a plastic upholstery that suggests the expensive pigskin; another clever touch. The Standard, meanwhile, is in ivory with a blue roof and blue check plastic seating, and the mind veers from one to the other as the attempt is made to view them with the eye of a buyer. There is gain for Standard prestige in the beautiful sectioned engine of the Eight made by the apprentices at Banner Lane, Coventry; not only is the workmanship masterly, but also such refinements can be appreciated as automatic advance and retard of the ignition, and the balancing adjustment on the fan. Refinement, indeed, is almost exuded by the small British cars, so that a comparison with, say, the 2 c.v. Citroën (375 c.c. flat-twin engine) is exasperatingly impossible owing to the failure to relate French prices, or standard of living, to those of Britain. Offered from Slough on the British market, the 2 c.v. will cost £398 basic, which immediately



A pretty little Miss from France—the Panhard Dyna 54. If this car lives up to its promise of performance, it may well prove to be one of the cars of the future in a world of rising costs.

THE SHOW OF SHOWS

continued



Seen in the flesh the Riley Pathfinder is more impressive than its photographs suggest, but from this particular angle and eye level the lens has done it justice. Two points strike the Show observer—the size of the wheels (6.70 - 17in tyres), in a motoring world in which wheels tend to get smaller, and the elegance of the hub discs. The interior is most inviting.

demand for more than two seats grows no less, and occasional rear seats now appear in the Aston Martin DB2-4, while it is noteworthy that the new Singer Roadster with the plastic body is a four-seater and not a two-seater. Average load figure for cars is just over one person, but it seems that Mr. Motorist still wants the option of being able to take four or five when he feels like it. This being a buyers' Show, there was bound to be evidence of willingness on the part of manufacturers to meet his desires.

Another type of retreat may be signalled by the fact that a sunshine roof version of the Austin A.40 is available, and the extra inlet for the weather costs only £5 extra.

There are, of course, other things to consider besides price and accommodation in selecting a car. Purpose of purchase and ownership is most important, and the Show evinces a noteworthy degree of fitness for purpose on the part of the exhibits. There are the runabout, the sporting enthusiast's thoroughbred, and the gentleman's town carriage. They are all there, and so are all the variations in between, except, possibly, the strictly ladies' type of car. Just what a woman wants in a car is, perhaps, not easily ascertainable, but it is strange that no particular car has ever gained a reputation as "one for the ladies," although there are several in which a woman at the wheel seems an unlikely contingency.

Efficiency Plus

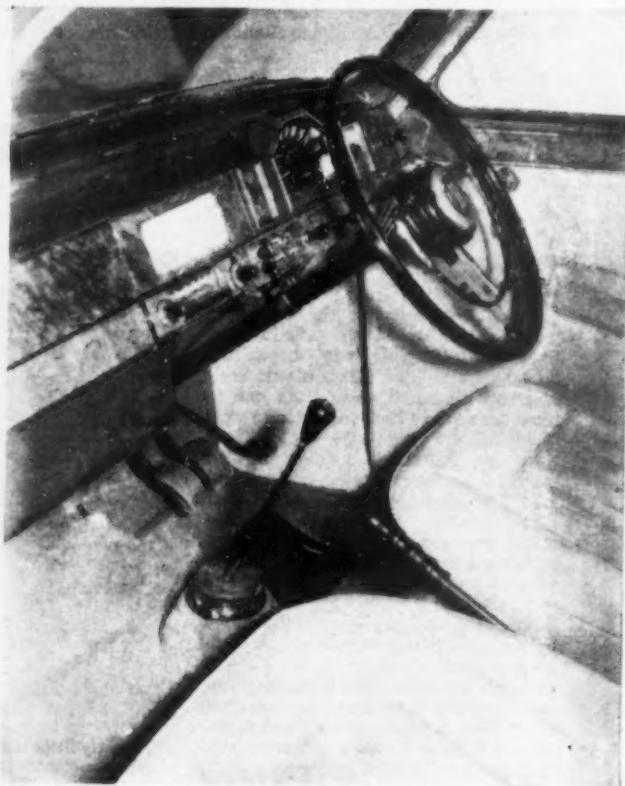
The largest number of models are obviously designed for the motorist who is primarily interested in efficient transport, but who can be trusted to lavish considerably more attention on his means of transport than on the household gas stove, or even the television set. Hence the gay colours of "stock" cars and the occasional sporting achievement to give them *cachet* value. There is a gradual transition

then until ultimately such cars for the individual are reached as the Jensen 541, Aston Martin, Jaguar XK120 and so on through the list of high-performance leaders in their field. If speeds go on rising—the Jaguar's recent 172 m.p.h. is fantastic, when it is remembered that this is still a Grand Prix racing "down the straight" speed—the time may come when the highest performance cars are really "selfish" in that they will be designed primarily as single-seaters, with the second seat

occasional; it is not everyone who is prepared to travel, even with his best friend, at over 150 m.p.h. That, however, is strictly looking towards the ultimate, and there is no doubt a long way to go yet.

Anyway, if the would-be motorist wishes merely to go from A to B, unaware even of the appearance of the front of his car, let alone what is under the bonnet, his type of car is at the Show. If he wishes to make the same journey a little more efficiently,

Another fine interior is that of the new M.G. Magnette, and the driver-visitor looks forward to sampling the controls. A short, stiff gear lever falls well to hand, as does the central hand brake lever. Pendant pedals operate brakes and clutch hydraulically and the instruments are viewed through the top half of a wheel which has spokes in the form of a drooping T. The horn is operated by a half-ring.



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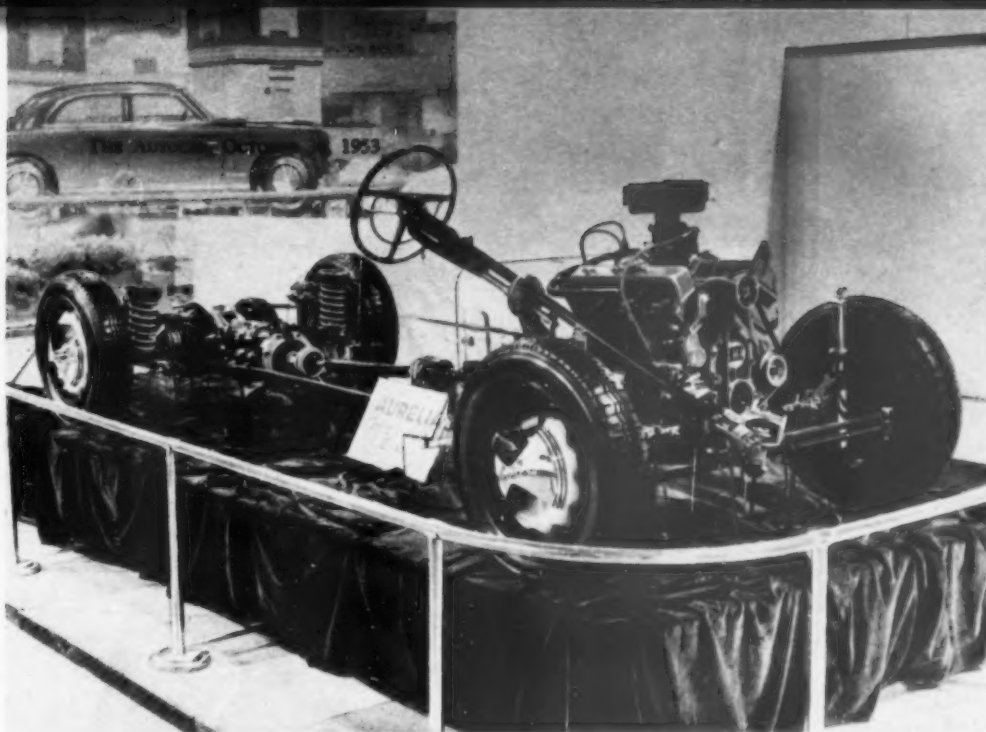
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THE SHOW OF SHOWS continued



Basic components of the Lancia Gran Turismo, linked by transparent plastic panels to form a "chassis." This is a beautiful display of unorthodoxy, from the V-six engine to the transmission arrangement, which has the clutch and gear box at the rear end of the propeller-shaft. All-round independent suspension is employed.

and with a little more pleasure in his possession, that type of car is there also, and if he wants to join forces with an individual machine and make the journey process a spell of exhilaration in a dull world, that type of car is certainly there—in greater numbers than ever before, and increasingly from Britain instead of the Continent. It is to be hoped that the Minister of Transport will not recede further from his grudging admission at the S.M.M.T. banquet that speed sells cars. It certainly does, Mr. Lennox-Boyd. Ask Jaguar; ask Sunbeam-Talbot, Aston Martin, Triumph . . . and, if the motor industry is to continue to carry the British economy on its back, it will have to be encouraged to make its products go faster and faster.

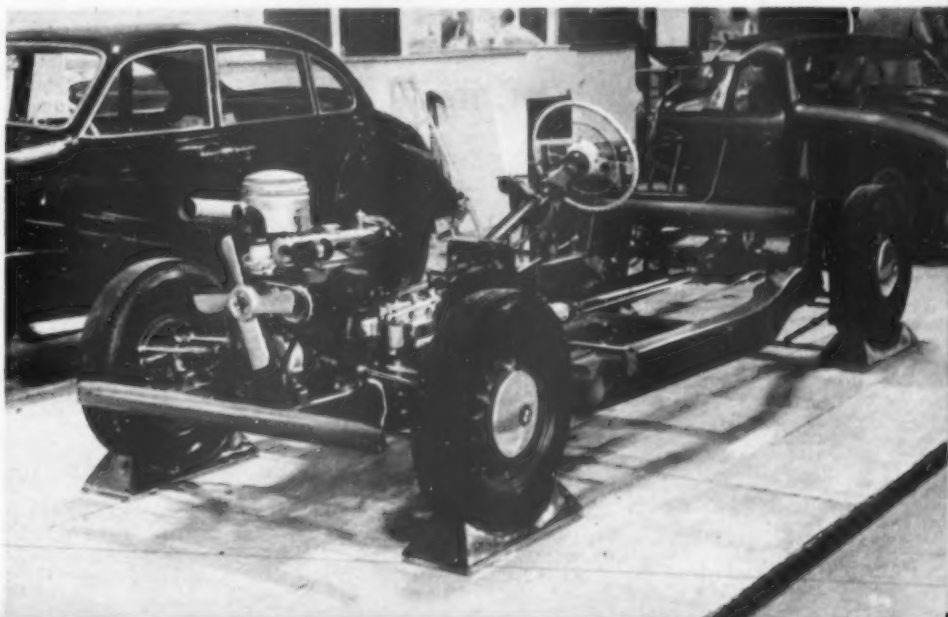
One of the sharpest limitations that the owner encounters is that of physical size, and it is perhaps as well in view of the increasing congestion that homes and garages should in so many cases have been built in Britain with little

size margin. Accordingly manufacturers must keep car dimensions down, and the skill with which this is done while retaining a graceful line is sometimes very considerable indeed. The overall length of the new Ford Anglia is 12ft 7½in; the previous Ford Anglia had an overall length of 12ft 8½in. That represents a real achievement. Standard's Eight is only 11ft 10in from stem to stern, and there will be many motorists whose purchase of an Eight will be largely because of that. Width is less important around the minimum, but can become an embarrassment higher up the scale. There are some very wide cars, and the tendency is for width to creep up, especially when the body changes from running-board to full-width type; the Riley Pathfinder, for instance, has a width of 5ft 7in against the previous 2½-litre's figure of 5ft 3½in. The Pathfinder, incidentally, proves to be one of those cars that is notably more handsome in the flesh than photographs suggest, and to stand

amongst the crowd round the Abingdon firm's stand is invariably to hear many appreciative comments about this exciting newcomer.

The Show suggests that the differences are narrowing between national car characteristics. In the high-performance class such cars as the Jensen, Bristol, Frazer-Nash, Austin-Healey, Lancia, Alfa Romeo and Pegaso might well have emanated from one country, and the trend towards similarity is bound to increase as aerodynamic principles become more clearly understood and more important with increased speed; for many years the engineering principles of the power unit have been common knowledge the world over. The theme is the same, and variations make the only points of difference; Lancia uses a V-six (America is reported to be thinking along similar lines), and Pegaso a V-eight (with Coventry Climax of Britain thinking along similar lines for high performance); but there is little variation

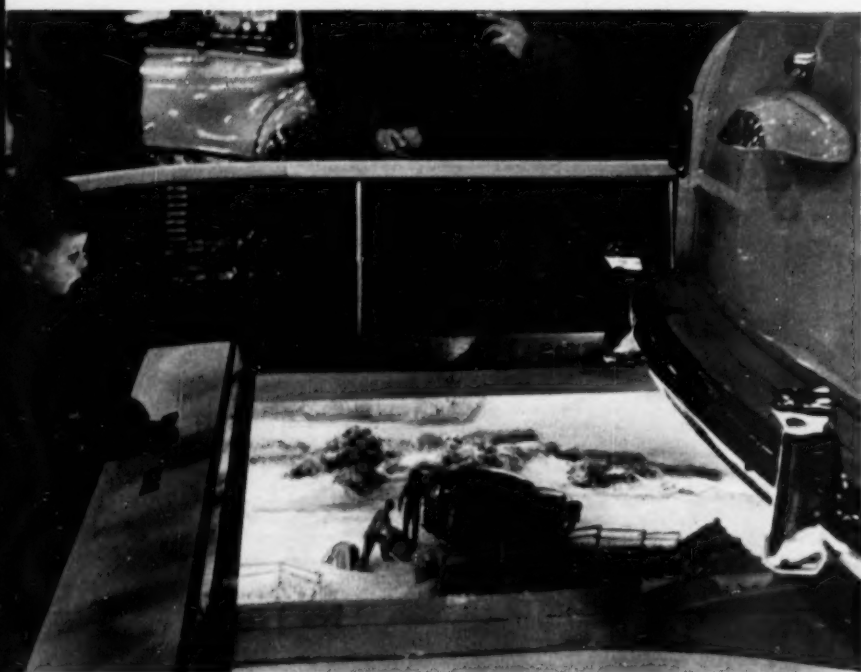
B.M.W., from Germany, contribute one of the outstanding chassis displays. In this case, it is a true chassis, box-section side members with tubular cross-members being employed. Suspension is by torsion bars fore and aft, those at the back being noteworthy for their very great length.





Even with pre-knowledge of the design, the 2 c.v. Citroen chassis takes some "working out." In this view the half-shafts driving the front wheels can be seen leading from the inboard brake drums, and one of the large-diameter tubular cross-members of the basic structure, from which the suspension arms lead. The canisters at the wheel end of these arms contain damping weights, the independent springing being by encased coil springs running longitudinally on either side and each serving a front and rear wheel.

THE SHOW OF SHOWS continued



Stand displays sometimes show touches of real inspiration. The model landscapes round the Californian Minx are in this category, as are the lantern slide photographs on the Jaguar stand and the vast enlargement of a Porsche photographed in the Liège-Rome-Liège rally.

from the normal in filling the combustion chambers, and the translation of a vertical movement into rotary remains the task of a crankshaft, as it is likely to do until the gas turbine arrives. The Show is notable for almost a conspiracy of silence regarding gas turbines, but experiment still continues, and turbine-powered vehicles roll their experimental way along the roads of the world.

Bodily, America stands slightly apart by her lavishness in the provision of interior space, but the new consciousness of cornering abilities, stimulated by the influx of European cars into the U.S.A., may well cause American body stylists to reduce the acreage of nylon on which the passengers lounge in favour of something shaped so that they can go round corners fast; the tendency has already begun, indeed, though the Show, it is fair to say, shows no hint of that except in the experimental Ford X-100, in which the seats are separate, almost infinitely adjustable, and reminiscent of aircraft practice.

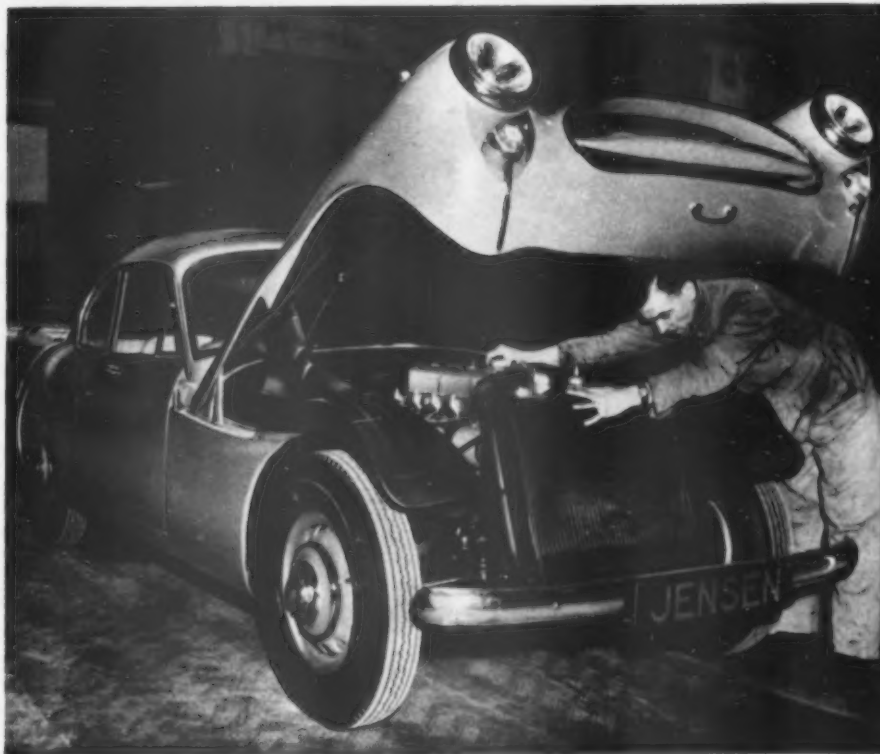
The London Show has never been purely a shop window, however, and the manufacturers who go out of their way to provide technical exhibits can be sure of reaping a dividend, while the close examination of complete cars on the stands continues whenever conditions permit. The sectioned Wolseley Four Forty-Four is well placed for this and is admirably representative of four-cylinder in-line practice, with overhead valves and a single carburettor (S.U.). Comparatively long-stroke (66.5 by 90mm), its capacity is 1½ litres. Pegaso provide a V-eight display, complete

with transmission. There are twin overhead camshafts for each bank (90 deg angle), and the five-speed gear box is included in the final drive housing; a ZF differential is employed with de Dion rear suspension.

An in-line six-cylinder can be studied in the A.C. Ace chassis—a simple structure of large-diameter tubes with independent suspension all round by leaf springs and wishbones. Three carburettors and a lift of the compression ratio from $6\frac{1}{2}$ to $7\frac{1}{4}$ to 1 enable power output to be stepped up so that a maximum speed in excess of 100 m.p.h. is claimed. In the complete car the angle of the gear lever is noticed to be unusual, the lever lying almost horizontal, and the hand brake is positioned centrally beside it. The Rover chassis is another good one, and the Vauxhall sectioned engines, both six- and four-cylinder, have a special interest with their "oversquare" dimensions (79.4 by 76.2mm).

An outstandingly interesting chassis is that of the German B.M.W. on the Frazer-Nash stand. The basic structure is of big box-section tubes, from which the wheels are suspended by torsion bars; the extraordinary length of those at the rear will be noticed, the mounting splines being in the neighbourhood of the front occupants' feet. The gear box is tilted at about 45 degrees; the final drive casing is offset, the shaft entering at about 7 o'clock viewed from the front. Front wheel location is by upper and lower wishbones, and the rear axle is located by an irregular V member with its apex on the top of the final drive housing; there is an adjustable tie between the arms of the V and rubber sandwich mounting on the frame. The steering is notable, by pinion and sector. Needle roller bearings are employed throughout the suspension.

The little 750 Renault display is also



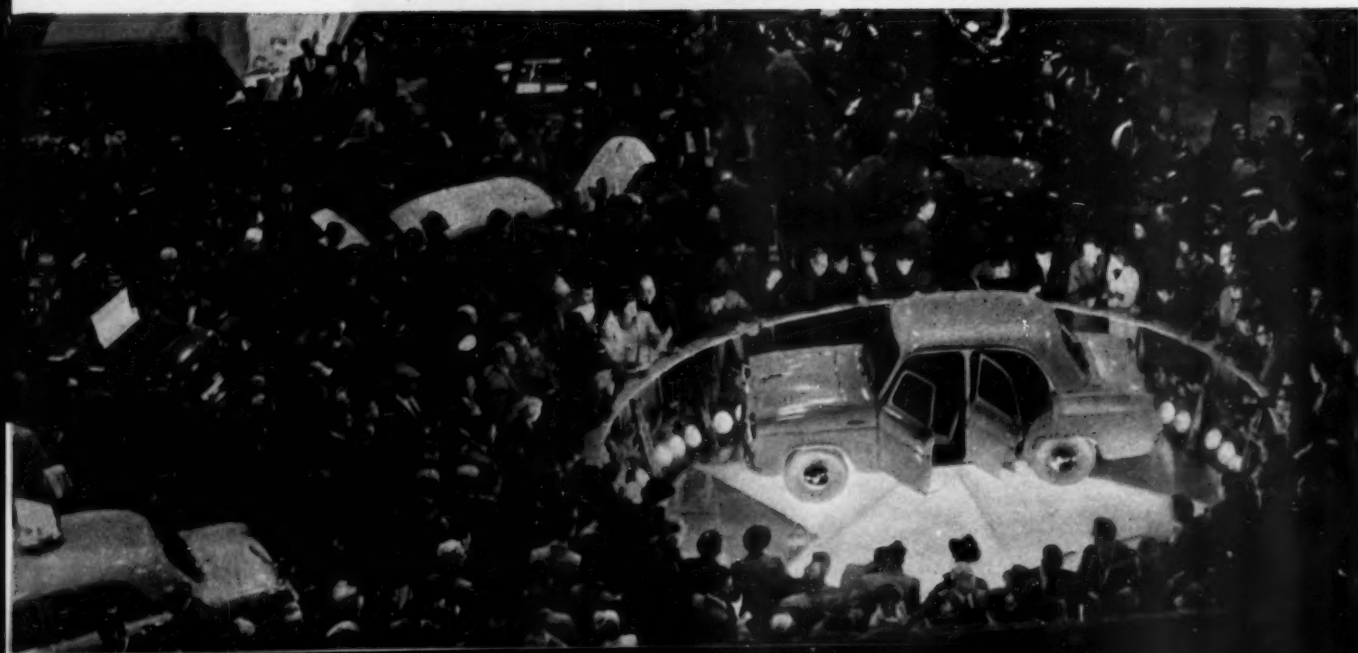
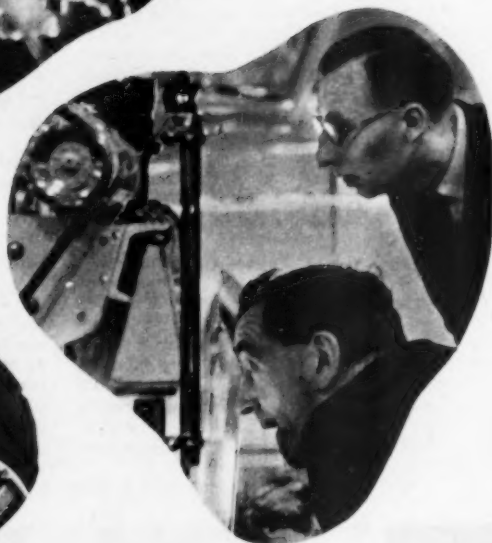
Underneath the Jensen 541 bonnet is the 4-litre Austin engine which the company uses for its products, modified to develop 140 b.h.p. The 541 is one of the Show's eye-catchers, especially in its red finish with light leather upholstery.

extremely clever. It was seen at Paris this year, and consists of the wheeling-out from under the rear of the body of the engine and rear suspension. A similar demonstration at the front end of the Panhard Dyna 54 would have made an excellent contrast, for this other French make permits the engine and front suspension to be wheeled away with the minimum of trouble; indeed, the operation can be carried out with the doors of the body locked.

Packard must be complimented on the display of the Ultramatic hydraulic transmission in section; surprisingly, it is less intimidating in its complexity than might have been expected, and the small dimensions take the observer by surprise, even if he has carried the figures in his head as far as the stand. The layout is typical of the torque converter and epicyclic gear box type of transmission, and there must be many Show visitors who are the wiser as to

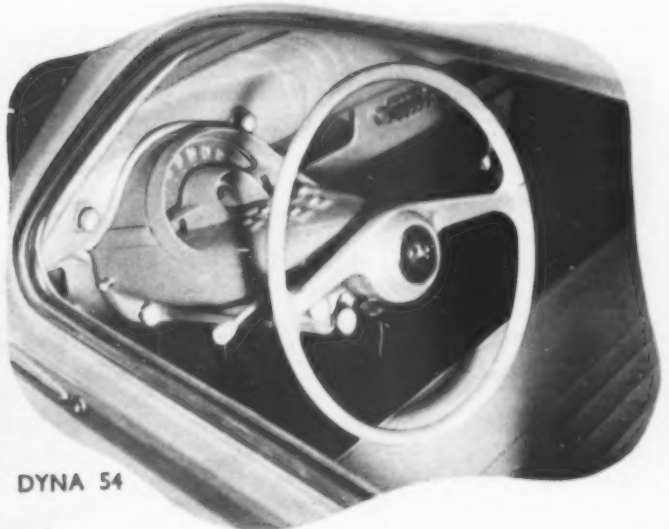


Centrepiece of the crowded Ford stand is the turntable carrying an example of the new Prefect. It is finished in cream, and a touch of genius has resulted in gold-painted wheels for Show display. In the brilliant lighting from beneath the car is a magnet for the Show visitor.

THE SHOW OF SHOWS . . . continued**PEOPLE . . .**



... and CARS



the action of a fluid coupling after studying the vanes and picturing the fluid flow within the unit.

The Lancia Aurelia "chassis" has been seen at Earls Court before, but it repays renewed study. The inverted commas are necessary in terming it a chassis, because it is very much a collection of basic units which do not become an entity without a body; for purposes of display the linking-up is by means of plastic transparent panels. This is another example where the heavier transmission units (clutch and gear box) have been moved to the rear for the sake of weight distribution. Suspension is independent all round (coil spring-cum-hydraulic damper-cum-kingpin in front, diverging wish-bone arms and coil springs at the rear).

This is the Gran Turismo 2500 model, and a complete car, dirty, brutal and battered from the gruelling Liège-Rome-Liège Rally, which it won this year in the hands of Johnny Claes, of Belgium, makes an effective contrast.

Healey's display chassis of the Austin-Healey Hundred is also notable; the Longbridge element dominates the stand this year, as well it might in view of the outstanding recorded successes of the Austin engine and Healey chassis design. This chassis has the Laycock-de Normanville overdrive unit in place, on the after-end of the gear box, the extra ratio being brought into operation by a switch on the facia. The eye travels easily from the chassis to the beautiful body shape of this British sports car, and the visitor mentally con-

gratulates Donald Healey once again, for this body was a winner from the moment the pencil finally left the drawing board.

Technical details are less easily gathered from a study of the Jensen 541, quite one of the most striking cars in the Show, but it has a twin-tube chassis with box-section cross-members, three carburettors and a special cylinder head to the 4-litre Austin power unit, which then develops around 140 b.h.p. The weight is 24cwt, a figure assisted by the use of aluminium panelling for the very comely body and a plastic for the lid of the luggage locker. Air intakes are provided round the side lamp-indicator units, so that extra brake cooling is permitted, and the close mounting of

THE SHOW OF SHOWS continued

An American styling contrast is provided by the Studebaker and the Hudson, the Studebaker winning by a considerable margin in the eyes of the British observer. It is low of line, well balanced and extremely restrained in ornamentation, and suggests slinness as a whole. The Hudson is in the American forcible tradition, and is somewhat beetle-browed, while extended chromium plating lends a massive air to the whole car.



the light alloy drums against the perforated wheel discs can be noted; the wheels, in fact, look "full" of brake drum. A maximum speed around 120 m.p.h. is claimed for this model. The shape is perhaps the best thing that has come from a factory already noted for good things.

The new models attract like mag-

nets; indeed, one of them is very nearly christened that. The new M.G., like the Riley, is extra impressive in the flesh, and the interior singularly well furnished; the bonnet down-slope to the sharply curved radiator is pronounced, and should give good visibility for the driver. A clever point is the separate bumper, which none the less appears

to be part of the chromium trimming that extends round the edge of the front wings; this will permit slight damage and replacement without affecting the body proper; the Riley Pathfinder is similarly fitted. The TF Midget is logically restyled for the tastes of its huge American market, which shows an unquenchable thirst

ROYAL VIEWPOINT: The Duke's Speech

THIS year's Show opening speech by H.R.H. The Duke of Edinburgh, K.G., K.T., was looked forward to with lively expectation as coming from a more than ordinarily keen motorist, and the speech gave every evidence of this fact. The Duke advanced some thoughtful suggestions as well as making pertinent criticisms.

"I wonder sometimes," he said, "if too much importance is not attached to, for instance, top speed and fuel consumption, while forgetting that the driver wants things such as acceleration, braking, top gear performance, ease of control, and pleasant suspension."

"Likewise I am not always convinced that the driver's comfort is given enough thought. Why is it that there always seems to be a handle or a knob just opposite one's right knee? It may be, of course, that one should take the precaution of seeing that one is the same shape and size as the man who tested the car. But that may not always be possible."

"Surely a little research in the wind tunnel would do away with that piercing draught from a quarter of an inch of open window? Then, of course, as far as the owner-maintainer is concerned, beauty of line wears off very rapidly when he finds that he can reach no part of the engine without standing on his head. But perhaps now that the Proving Ground of the Motor Industry Research Association at Nuneaton is in full working order some of these minor details may be ironed out. . . . Forgive me for harping on it, but I believe that research is just as important as sales, and the shape of the combustion chamber is just as important as the shape of the bonnet. This is certainly not being neglected in some of our sports cars, which have had a very successful season, and thereby done the whole industry a great deal of good."

"I imagine that all manufacturers are wondering how designs are going to change, and what revolutions future developments are going to bring about. The idea of a

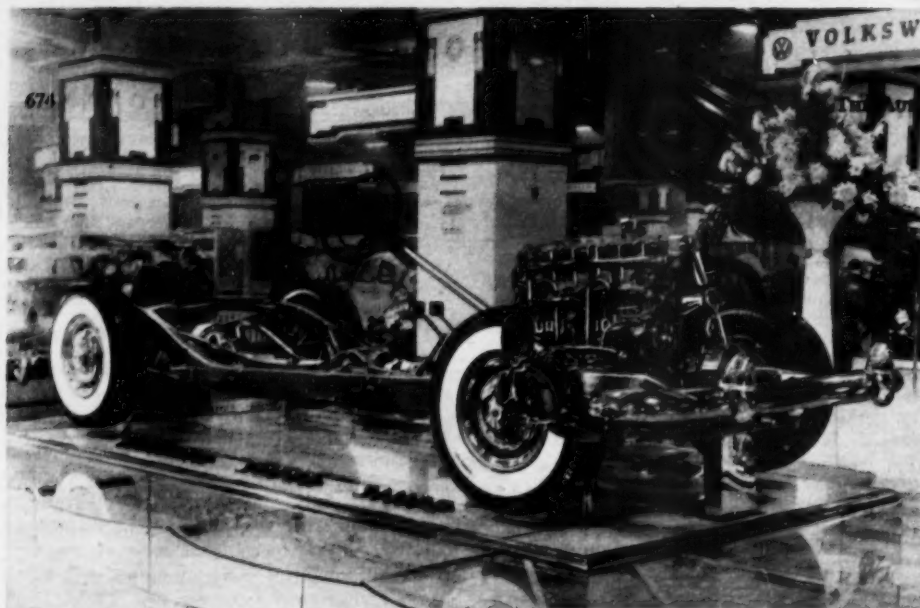
turbine-driven car seems rather attractive; very little to lubricate, and almost any sort of fuel. But I am sure the motor industry is as far ahead with this development as we all hope it is. What a feather in its cap if it could produce, say, a Comet of the car world! By that I don't mean just another fast car, but something really revolutionary in price and overall performance. However, long before that happens there is a much more important problem of safety on the roads to be solved."

"The motor industry is quite rightly congratulated on the number of cars it produces and the amount of foreign currency it earns. I am told that it is expecting this year to put 400,000 new cars, lorries and buses on the roads—roads which are already among the world's most congested and confused."

"At a recent conference on road safety convened by Lord Llewellyn it stood out a mile that the greatest single culprit is dangerous roads, and the only real solution to that is a vastly improved road system. But I don't want to imply that it is the only solution. There is no single complete solution, but there is a limit to the effectiveness of improved road manners if the conditions of driving become more and more difficult. Congested roads are not only a danger to life and limb; they are slowly stifling commercial communications. Roads are carrying an ever-increasing proportion of freight, and however much some people may regret it, you cannot put the clock back. An efficient road system is essential to industry and commerce of this country both in peace and war."

The Duke laughingly waits for the roof of the Ford X-100 to be closed by water dropping on the hygrometric control.





THE AUTOMOBILE, OCTOBER 30, 1953

THE SHOW OF SHOWS continued

The Humber Super Snipe display chassis is typical of big car practice. Box-section side members are spaced by drilled cruciform and subsidiary cross-members, and the engine is a big in-line six-cylinder. The suspension is independent in front, and the design is thus an orthodox up-to-date example, highly successful in its class.

for the traditional. From sitting solidly down for many years, the Midget seems now to have adopted a crouching position, with a subtle suggestion of extra liveliness.

The Show is so full of sports cars that a general survey is apt to read like a specialized sporting account. With even Daimler producing a high-performance open car that is, perhaps, inevitable. The body shape wears its vermilion well and is mounted on a 2½-litre Conquest special series chassis. It is an export-only car. Alvis, however, with their Grey Lady, give higher performance to a typically handsome coachbuilt four-door saloon body, made even more handsome by the use of wire wheels. The compres-

sion ratio of the 3-litre engine is up to 8 to 1, and higher gearing utilizes the increased power. Another superb body is the Tickford saloon design now standard on the Lagonda. The drophead coupé is equally successful.

Jowett's R4 version of the Jupiter, quite apart from its merits as a performance car (dealt with elsewhere) has an interesting body. The side panels change from convex to concave behind the front wheels, but the concavity has not, apparently, been primarily designed to permit full air flow to the back brakes. Air flow to the front brakes is almost unobstructed by the sharp radius of the curve of the lower edge of the front, as pronounced as anything seen recently. By con-

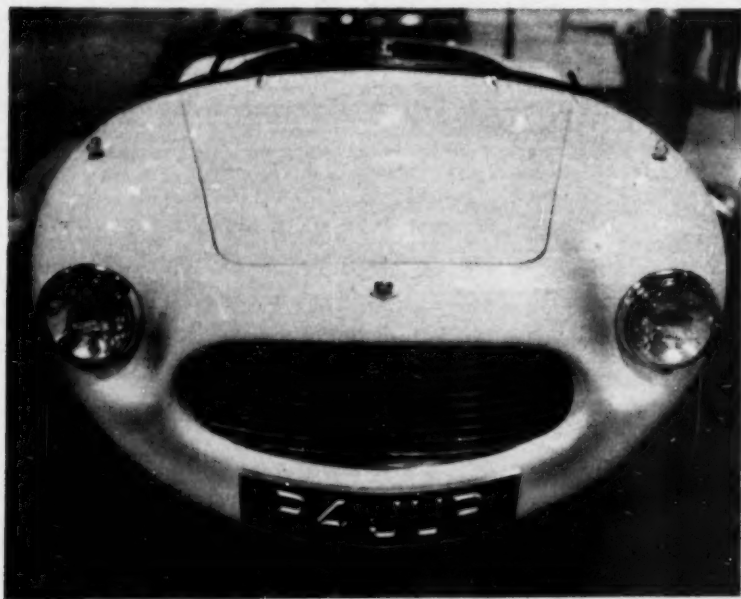
trast, another high performance body, the Arnolt-Bertone example for export on a short wheelbase Bristol chassis, is very shallow—so shallow, indeed, and delicate of shape as a result, as to make the standard Bristols appear a trifle heavy in front. A matter of relativity, if not Einstein.

Styling in general shows considerable variety. The "hard top" coupé style has ensured much of this, and the Hillman Californian Minx in cream and red may be cited as a very good example; but the variations are much more than between saloon and hard top. Very little similarity exists between, say, the Frazer-Nash Le Mans coupé, the Fiat 1100 TV, the Panhard Dyna 54 and the Bentley Continental. The list could be lengthened almost indefinitely. Certain shapes are becoming known to be efficient for certain purposes, but the keen competition means that manufacturers must go for the ultimate in each class all the time, and there is no reconciling the most efficient shape for high speed with the roomiest car on the market; hence the scope for variety. The Dyna 54 in pale green is a most stimulating vehicle, awaiting only confirmation of its performance.

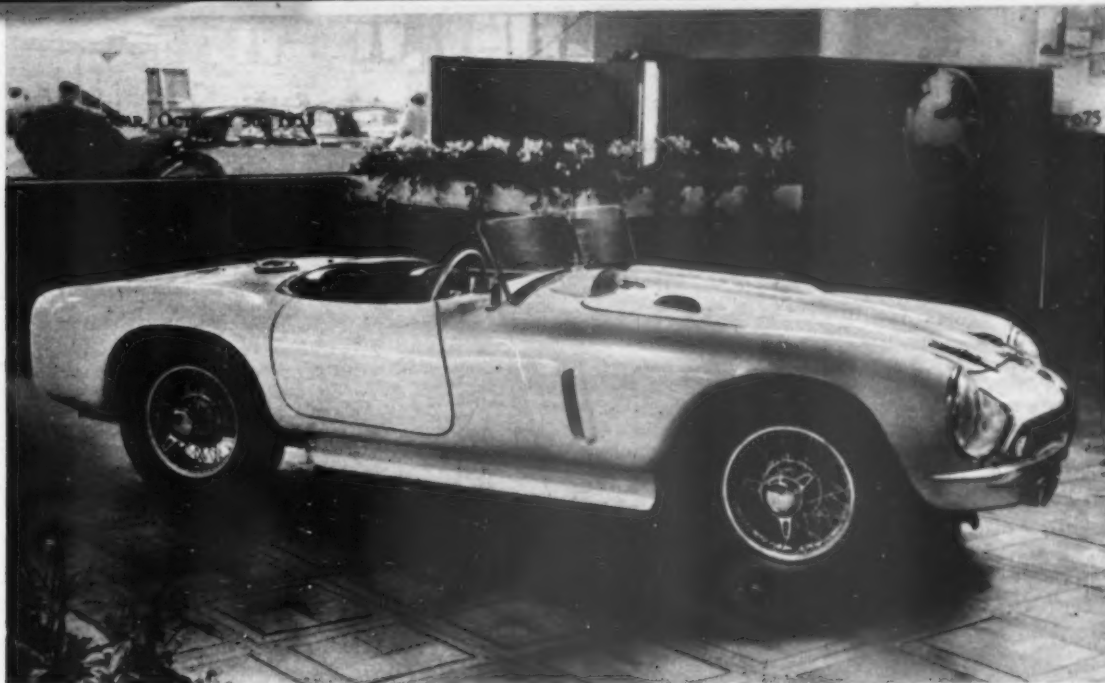
Dyna 54 Ingenuity

So much room, so good a shape, and yet so little in engine size—850 c.c., flat twin and air cooled at that. The interior trim is also remarkable, the seating material being used for the inside panels of the doors and for the fascia. There should be no reflections therefrom, and the instruments and switches, all in a steering column shrouding, are almost excessively recessed, so that back seat drivers who have moved up to the front seat are at least unable to read what the speedometer says. The Venetian blind at the rear (a French accessory), while ideal for shading a window of such shape, is also very smart.

The Pegaso styling is becoming familiar, but it loses none of its attractiveness thereby. These bodies



The short radiusing of the lower ellipse of the Jowett Jupiter R4 front means that the front brake drums are considerably exposed, thus assisting cooling, and involves a curve in the number plate. Certain of the body panels of the R4 are in plastic.



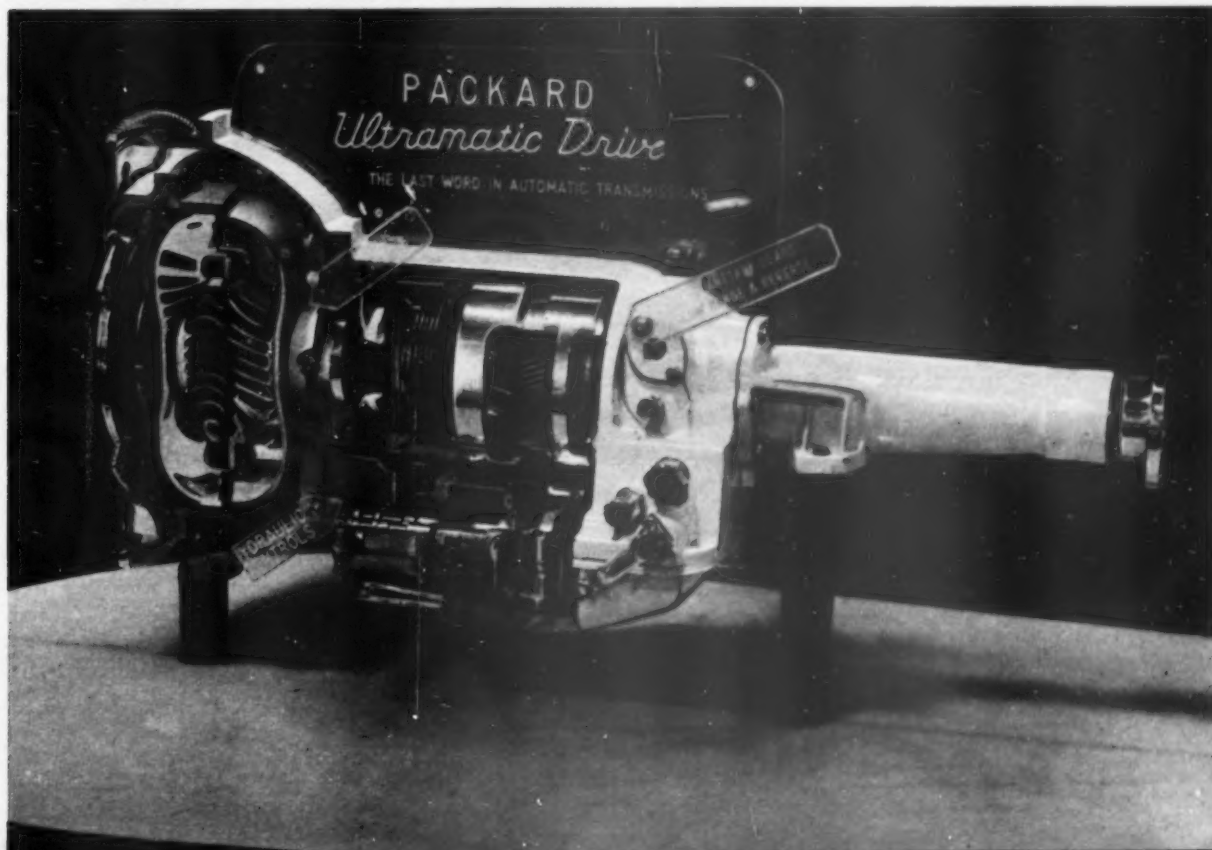
A touch of the bizarre can lift a car body from the realm of the normal, however good, to that of a fashion "creation." So far, the Pegaso bodies have all succeeded in obtaining a place in this select coterie. This is the open two-seater of the type that exceeded 150 m.p.h. on the Jabbeke highway.

are "creations" rather than just bodies—the Dior touch against the five- and ten-cent store. Another foreign make that invites superlatives is, strangely enough, the Studebaker, the lines of which are really good; after ten minutes of absorption of these, the three-quarter rear of the Hudsons, heavy with chromium and with too

sharp a fall-away to the roof line, is an unhappy contrast. There is still far too much massive chromium plate about most of the American cars, and the stylists do not seem yet to have learned that gold and silver quarrel with each other. Only in car heraldry do most of the American makes arouse response; this has now spread to the

hubs, and some of the heraldic designs are most feelingly carried out. American wheels are often handsome, as are British (Studebaker and Riley Pathfinder, for example); Dodge and De Soto are quite gay. But the U.S. manufacturers in general need to start again with chromium strips on the body sides; there are some notable

An exhibit of outstanding interest is the Packard Ultramatic transmission, which is, unfortunately, rather "lost" owing to the position of the stand. Plastic arrows point to the torque converter, the hydraulic controls, and the epicyclic gear trains, and the device surprises by its compactness.



THE SHOW OF SHOWS continued

failures in their application, and one make, which out of kindness shall remain nameless, has even botched the pressing of the rear wing to such an extent that unless there is close study the observer feels that someone bumped a lamp post on the way to the exhibition building. Again this year the Show visitor must wonder just why Nash incorporated those curious vertical channels just under the windows of the Ambassador Custom.

Where really big cars are involved, the Daimler Straight Eight continues to show the way to style happily and without ostentation. For size with

some very smart two-tone combinations are to be seen. Grey and black are excellent where black is used for roof and separate wings, and brick red used similarly combines well with grey. The SM1500, a car that looks "plain but good" in one colour, is quite transformed by a two-tone colouring on the stand. The surprise here, though, is, of course, the plastic-bodied SMX Roadster. It is well finished and does not, as might have been expected, follow the all-embracing style but smooths out the more traditional sports car shape.

Triumph use black and white—white for the sports model and black

that the use of brown crocodile leather for seat trimming in the Henry J. Kaiser is not very happy, this customarily handsome material appearing strangely unfinished as used therein.

A comfort point to be noted on both Fiat and Mercedes models is the provision of draught deflectors at the after end of the front windows; it is claimed that these completely cure the draught problem with an open window, and motorists who recall how the rain comes in at just that point will wonder why nobody thought of it before. Another comfort point occurs in the Pinin Farina-bodied Rover 75.



Finished in metalescent steel grey, the Bertone-bodied Bristol is very shallow and graceful. The hard line from front to rear along the wing crests is distinctive, and two lamps of Lucas export type, recessed in the air intake orifice alongside the grille, replace normal head lamps.

speed the Bentley Continental is exceptional, and is particularly happy as shown in grey-blue. Jaguar's Mark VII is delightful in black with grey upholstery, on a circular dais with a groundwork of white stone chips. Armstrong Siddeley Sapphires in fairly sober colouring make an impressive group. Just inside the entrance a batch of Morgans in the gayest of hues is particularly happy.

Colours in general continue to improve and to increase in range, and

for a Renown. There is maximum contrast here in both style and colour, and neither car suffers because of it.

Interior furnishings become more gay as the plastic fabrics continue their march; there are some outstanding seat trimmings visible, covering seats of a shape that appears admirable. The test of a car seat, however, is after 200 miles straight off, and not by sliding in for five seconds at a Show, and thus only appearance can be judged at Earls Court. It can be said in that context

Farina has succeeded in lowering the body line substantially without lowering the floor, which therefore retains the near-flatness of production Rover models.

Instrument layouts do not show much change, and the tendency to group them ahead of the driver grows only gradually. The Lanchester Dauphin carries a very complete central array, while the Hudson increases the physical size of the speedometer numerals by knocking off all the



A point of interest in the Peugeot 203 is evident only to those who have studied its specification closely. It is the only car in the Show that has a worm drive.

noughts. But it is doubtful if the insistence that the car was travelling at only 7 m.p.h. would satisfy a speed cop on the Pennsylvania Turnpike!

Luggage space must surely be ample as nowadays provided, but the near-doubling of available space in emergency by the folding of rear seats is to be applauded. This caters for the really exceptional load, the really long journey, and yet does not mean that the single suitcase is at other times left to rattle around in too much space like a pea on a drum. When the

demand for exceptional space is permanent, the station wagon type of vehicle comes into its own, especially now that the ridiculous speed restriction on it has been lifted.

The specification to meet owner requirements in the car section of the Show is very comprehensive. Motorists are, however, individualists, and if their needs are outside the stock range the specialist coachbuilders exist to satisfy them, or they can provide themselves with a lot of extras by a search that need not be diligent in the

galleries; those aspects of the Show are dealt with elsewhere in this issue. And even if motoring needs are temporarily fully satisfied, the Show loses none of its appeal. Perhaps in romantic scenery and under a summer sun, colour and brilliance would be so familiar that the Earls Court display would gain nothing from contrast. In a grey London October it has some of the magic of a child's dream of fairyland. There are no household objects that can wear colours of half the brilliance of those of the Show cars, and the fact may be a measure of the special place held by the car in the affection of the ordinary family.

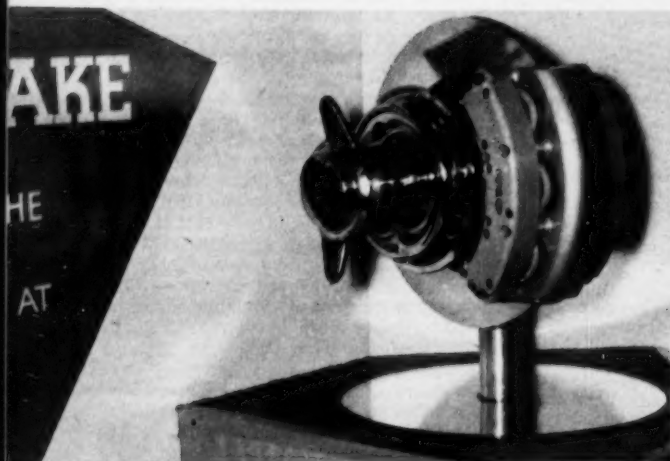
In an opening speech that was notable as obviously coming from an experienced owner-driver, H.R.H. the Duke of Edinburgh said that he wondered if too much attention was not given to top speed and fuel consumption, instead of acceleration, braking, top gear performance, ease of control and good suspension. Those remarks give a complete picture of the needs of one motorist. Every other motorist is equally positive in his likes, dislikes and desires, and in his opinion of what is ultimately best for the owner. The motor industry has the unenviable task of trying to fulfil all those likes at once, as well as those of customers overseas who may never have heard of the London Show. It is not an easy task, but it is tackled with enthusiasm and with a great measure of success. How much success is attested to by the vast numbers of people who yearly throng the stands at Earls Court.

The Triumph Sports in speed trim, effectively tilted at an angle for display purposes, is finished in off-white with brick-red upholstery. In that colour scheme it makes a striking contrast with the knife-edged Renown saloon, the company's other product.



New Accessories, New Compon

"SAUCER" LAMPS AND TWIN REAR LIGHTING SETS : DUAL-PURPOSE TYRES



Dunlop (213) show the latest developments in disc brakes. The disc is quite thin, saving weight. The saddle contains three pairs of opposed hydraulic pistons, applying pads of friction material.

Great ingenuity is shown by exhibitors in the arrangement of their stands. On the ground floor British Indestructo Glass (91) have transformed a corner of Earls Court into a desert.

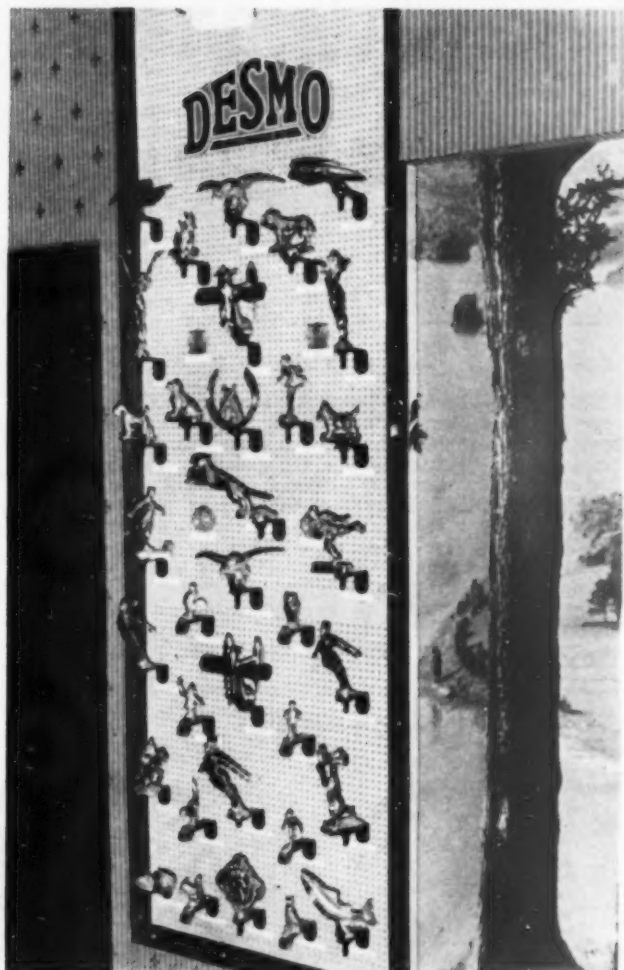
JUST as the cars in the main hall below show a ferment of new design and new models for today's intensely competitive world, so in the galleries is seen the accompanying stir among the makers of accessories and the suppliers of components. Stand after stand displays the products of new design and redesigning, and, in finishes and styling, proclaims the end of the major material shortages. It is very good to see such profusion and enterprise, such quality—and such competition.

Before the Show there was a humorous fantasy in *The Autocar* offices, to the effect that there would be a radiator fitting combining an aeroplane, a chromium Venus, a Union Jack, a plastic budgerigar and an insect deflector. Truth has pursued fiction, for there is a combination of bird mascot and insect deflector on the stand of S. Guiterman (384). It is a plastic woodcock with a body of several choices of colour, and chromium-plated wings 6in across; they are adjustable for angle. The thought occurs that this quite good-looking gadget does in fact more resemble a towering partridge than a woodcock; and that a peacock, which has a fanned tail, would have been a better choice. Real peacocks eat insects but, faithfully reproduced (in plastic or chromium), these birds seem cast by nature for the role of insect deflector.

It would be interesting if radiator mascots revived. Desmo (262) have some beautiful ones with animals predominating over nymphs, sportsmen, aeroplanes and fish. Many drivers find that modern bonnets, besides projecting insects on to windscreens, are somewhat shapeless as viewed from the driving seat. There is nothing to align on the kerb, and nothing to aim by. A torpedo motif, an animal or



ents Go on Show



Mascots of every kind on a panel at the Desmo stand (262). There are birds, fish, dogs, aeroplanes, air-cooled young ladies and many other varieties.

anything like that adds, as it were, the missing foresight to the gun. One does not therefore dismiss mascots too lightly. "Coco," the insect-deflecting woodcock, may be genuinely useful in two ways.

Incidentally, two of the most interesting insect deflectors are seen not in the accessory galleries, but fitted to cars in the main hall below. One is a very shallow, full-width strip of transparent plastic material, half-way along the bonnet of the competition Lancia (it is not in the line of vision, apropos of which it may be noted that a chromium-winged mascot could not be used with a high bonnet, for it would create a bad blind spot). The other is an oblong panel on a Frazer-Nash, set on the driver's side of the bonnet, very close to the windscreen.

There are a number of new lamps, and they show the tendency for an auxiliary lamp to be highly specialized, for a particular purpose, while the improvement of head lamps has set high standards of lighting which impose fresh standards on the designer of augmenting lamps of all kinds. The saucer lamp, a type with a very shallow body from front to rear, seems to be the vogue of the times. It is an

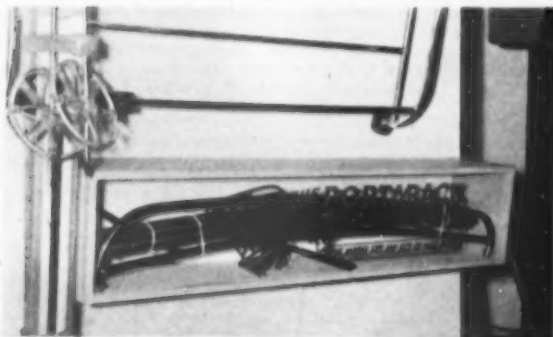


There is always a crowd watching the vivid Lucas (251) three-dimensional pictures of road scenes, illuminated by a succession of different car lights.

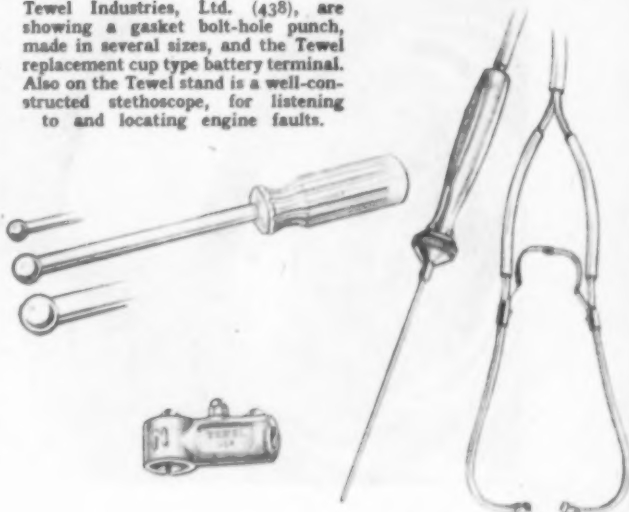
inevitable result of full-fronted car styling. Lucas show smaller and extremely shallow versions of their famous so-called "flamethrower" and matching fog lamp. These have cone-shaped frontal bulb shields and the lenses have outstanding milled edges, which make the lamps look extremely pretty, but must also increase the self-cooling powers of the glass and are therefore functional. The larger lamps continue.

Butlers (377) have their very shallow saucer lamp, which has a lens with a fluted lower portion and a clear upper half, so that there are two beam components, a long-range narrow beam and a fan beam. This is the lens principle of some French head lamps. The Butler lamp is unusual in having the bulb in a holder in the lens, facing backward to the reflector, and this holder has a plated, milled-edge

The Parr Portarack (432) appears in a chromium-plated version, which looks very smart, and the rack is also shown dismantled and packed into a small space.



Tewel Industries, Ltd. (438), are showing a gasket bolt-hole punch, made in several sizes, and the Tewel replacement cup type battery terminal. Also on the Tewel stand is a well-constructed stethoscope, for listening to and locating engine faults.



New Accessories and Components: continued

cap, so that no tools are needed for bulb replacement. It is a lamp of unusual appearance, as are the new saucer lamps of Notek (366).

The Notek lamps have concave lenses, with a cone of clear blue glass, which acts as a bulb shield, in the centre. They are made in matching pairs, the wide-beam lens of the fog lamp being fluted, and the narrower-beam driving light having clear glass in the lens. They are extremely shallow from front to rear, and achieve a most elegant appearance. The Marchal (420) and Cibié (384) ranges of lamps are shown, from France: and certain Autoroche oblong lamps, on the Autocar Electrical stand (349). Bosch (273) have a range of plain lamps of sensible design.

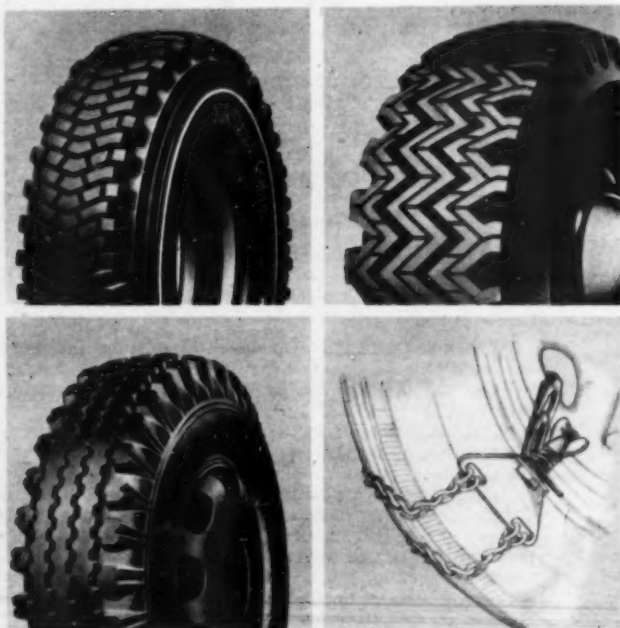
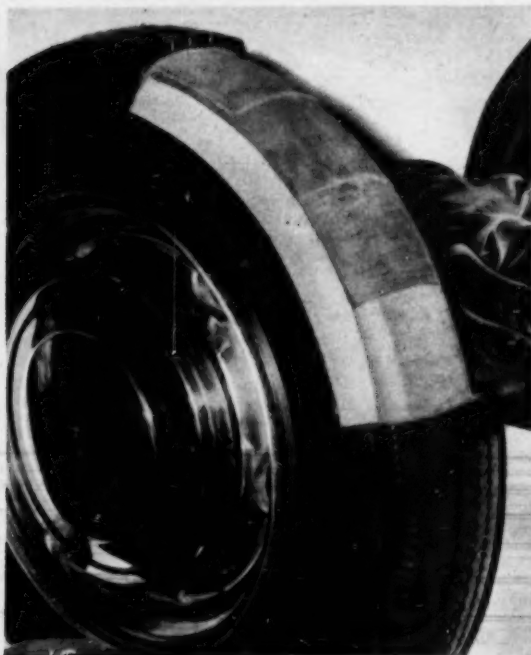
Although not saucer lamps, of extreme shallowness, the recently introduced Comet models of James Neale (433) do not have thick bodies. The driving lamp has a plated cylindrical bulb shield and is a handsome lamp.

Foggy Night

Besides the full range of lamps displayed, Lucas (250-251) have paid great attention to displaying the effects of lamps on the road, and their picture models are causing a permanent crowd at one point in the galleries. The town and country road scenes are a triumph of natural colouring and modelling, and the brilliant use of false perspective gives the effect of roads stretching into the distance, most convincingly. Real lamps, in a succession of different types, light the scenes, and they are controlled by a complicated automatic switchboard behind the display. Those realistic trees and bushes, by the way, are made of various kinds of sponge! Fog in a street is reproduced with the aid of a gauze in front of the model. When a fog lamp switches on, the scene is still foggy, but detail, especially a jay-walking fox terrier, suddenly becomes visible.

On James Neale's stand (433): The Comet long-range driving lamp, a very powerful model, is flanked by one of the beautiful and elaborate carriage lamps of the old days. Below is a complete set of the new twin rear lighting, with wedge-shaped Diakon red lamps, a plated number-plate lamp, a pair of red reflectors, and a stop lamp switch.

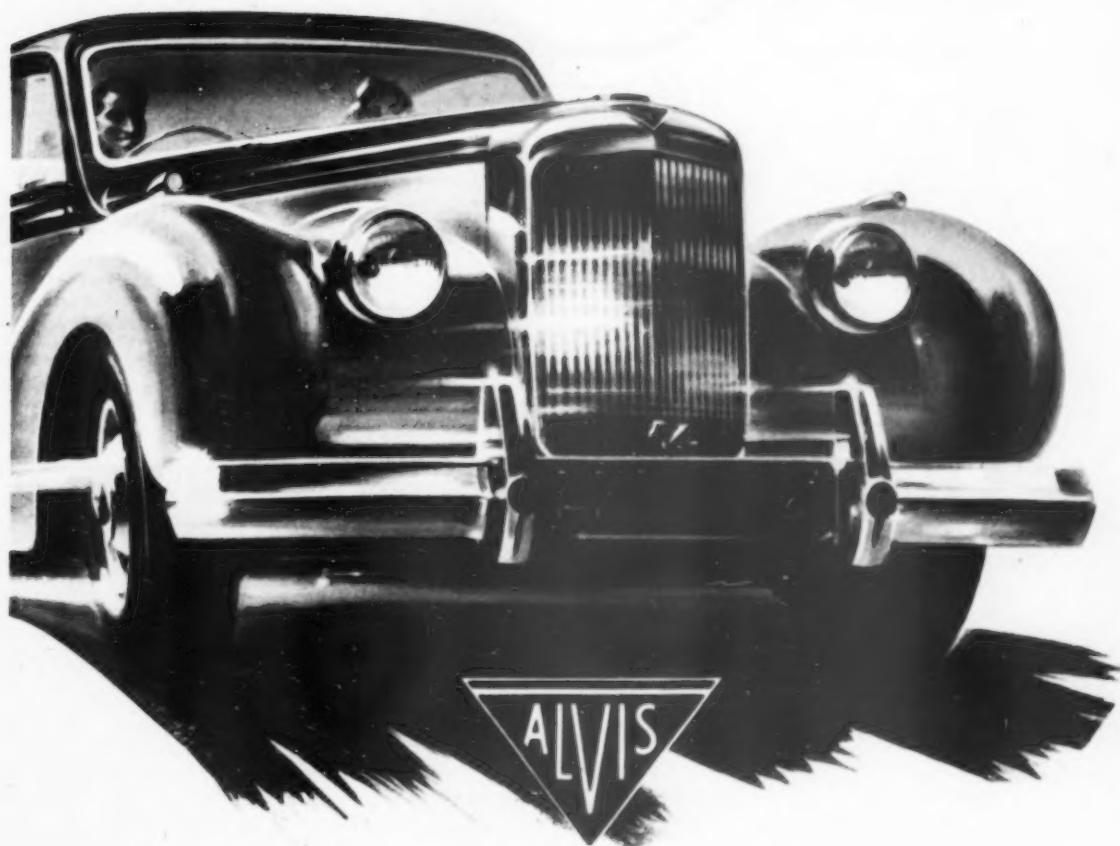
The Michelin X tyre, shown cut to expose the layers of wire in the carcass. All the wire runs transversely, in contrast with the diagonally crossed layers of a cord carcass.



Three of the new tyres for running both on the main road and on bad, soft surfaces. The India Winter (top left); the Firestone Town and Country (top right), and the Bergougnan R.Q.E. The chain snow grip is shown by Parsons (220). Little bars are welded to the chain for extra grip, and the chain links are coppered, to resist rust.

One of the great names in motoring..

ONE of the very few left in the truly great tradition of sports cars . . . It is for the born driver that the Alvis is made, the man for whom the sheer joy of driving is what matters most. The Alvis is made for the man who wants a car, not merely to own, but to drive . . . to drive hard and far, knowing that no day can be too long, no task too much, for this great-hearted car . . .



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Red rear lamps of greater brightness are general, and their effect is very well shown in the Lucas model-pictures (249-250), one of which is a country road with a distant car of which the rear lighting is changed in a regular cycle. The red reflectors are well thought out. A car visible at some distance implies that the road is straight and that the following vehicle is more or less in the same line of progress as the first. Reflector lenses, therefore, have been given a definite focus, and reflect a definite beam to the rear. Seen from a distance they, therefore, appear to be of the brightness of self-illuminated lamps, although they are, of course, also visible through a wide arc.

Many makers' rear lamps take advantage of the hardness and toughness of the latest plastics to have a wedge-shaped "glass," which is visible in a dead side view of a car, and this kind of lamp is an obvious contribution to safety: a great many mishaps are caused by the semi-visibility of dark-painted cars when they are across a road, manoeuvring or crossing. Lucas, James Neale (433) and other makers show very pleasing matched sets of rear lights and red reflectors in neat styles, with accompanying central white lamps for the number plate. These are for manufacturing installation or for conversion by the owners of older cars. Florid or elaborate styling, quite out of the tendency today in car appearance, would be most out of place in rear lighting, where there are so many units, and it is good to see such neat lighting sets.

Winking

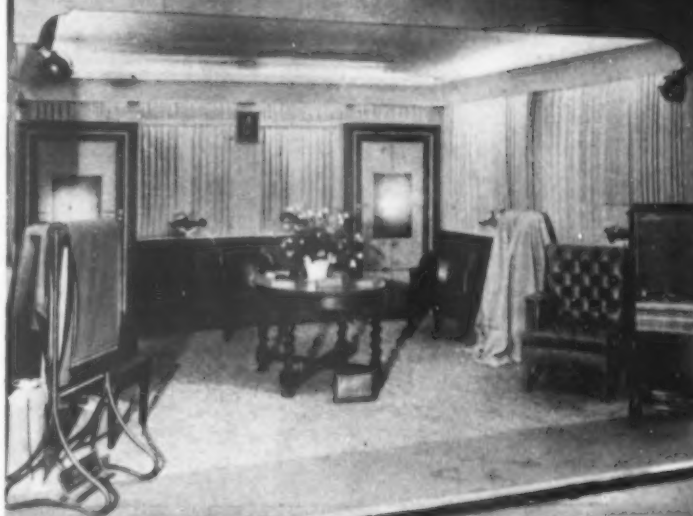
There is one Continental fashion which appears rather tentatively, the flashing direction indicator set. They are shown by Lucas and Trico-Folberth (303) and a number of other firms, but until the announcement that there are to be regulations legalizing this kind of signal in Great Britain is followed by the actual regulations, they must be regarded as tentative. Trico (303), rather sensibly, show theirs with an accompanying notice to the effect that they are still not legally recognized. Another Continental fashion is the basing of all lamp and indicator controls, and the horn, on a long arm protruding from the steering column, so that finger-tip control, without actually removing the hand from the steering wheel, is possible. An example of this compendium control is exhibited by London Bankside Products (271). It terminates in a knob which can be rotated and dipped.

The public has a great deal of curiosity about oils, and it must be confessed that in some instances the oil companies do not make the most of their stands in explaining the whys and wherefores of modern lubrication in an arresting way, though some do. Duckham's (260) sheet of plate glass, lit from behind, with rippling green oil slipping down the glass, takes the eye. But there is a great deal to attract the owner who takes a keen interest in looking after his car or who is forced to do his own servicing, because of geographical or financial remoteness from professional aid. Many operations require jacking—swivel pin lubrication, topping up gear

Connolly

681

CONNOLLY BROS. (CURRIERS) LTD. 39-41 CHALTON ST. LONDON W.2

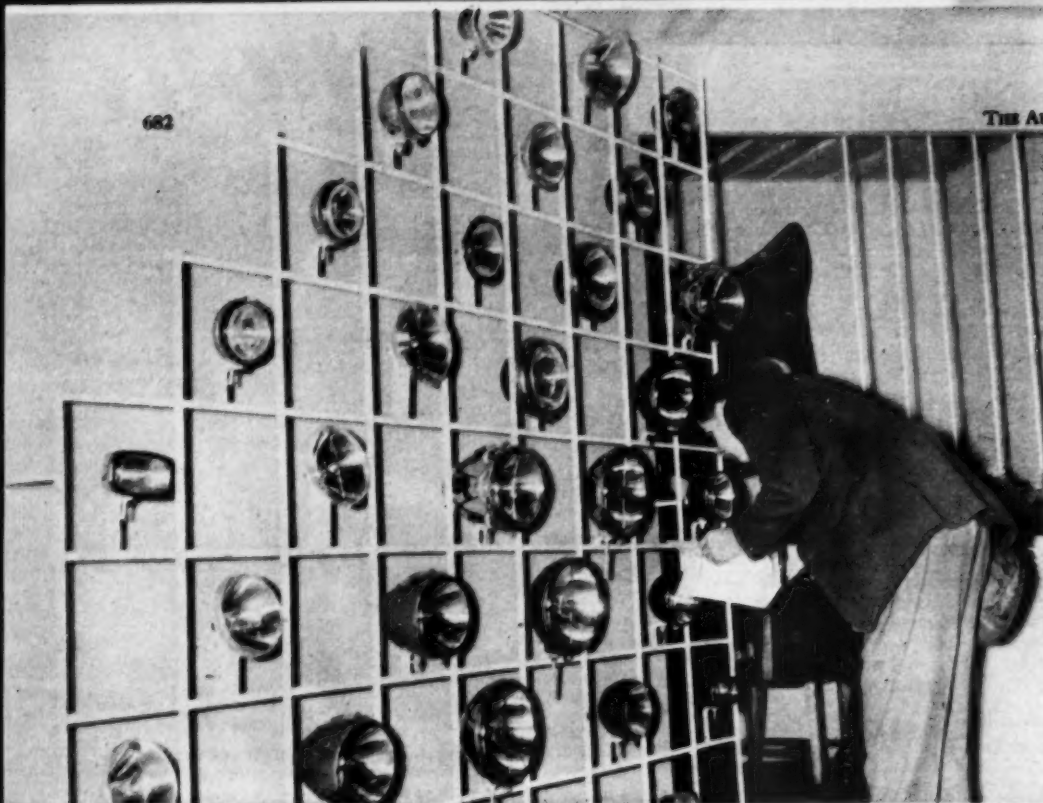


Soft, pleated leathers cover the walls of the Connolly stand and the doors are covered with stone and red leather, on which are embossed gilt coats of arms.

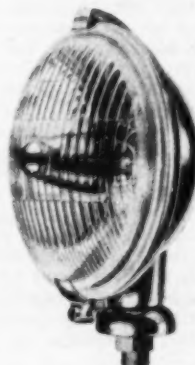
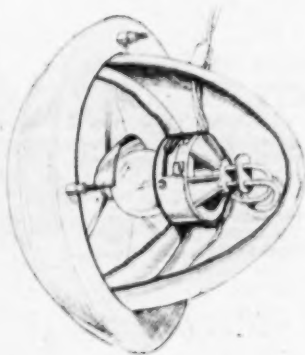
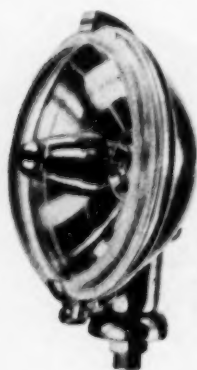
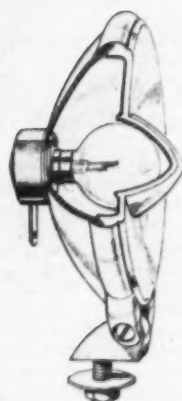
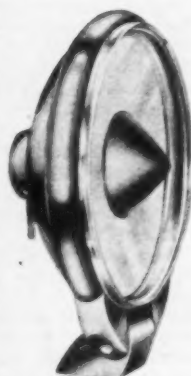
NEW ACCESSORIES and COMPONENTS ... continued

Three versions of the insect deflectors noted at the Show: on the right is S. Guiterman's (384) plastic woodcock with plated metal wings. Below are the full-width strip seen on a competition Lancia, and the square panel, close to the screen, of the Frazer-Nash Le Mans class winner.





A visitor inspects an elegant display of Marchal lamps. He is looking at head lamps which have their own body. The top left diagonal shows fog, driving and reversing lamps. The next, head lamp replacement units. Right: Notek Farlite and Nearlite saucer lamps, with a central sketch showing how the bulb is within a bulb shield of clear blue glass.



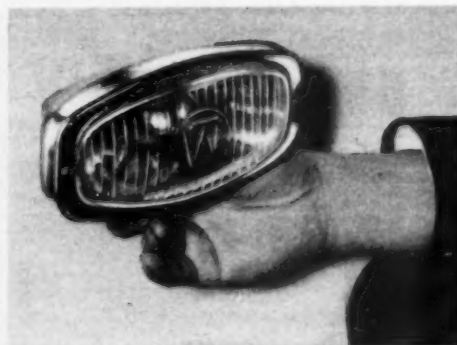
Left to right: The new Lucas long-range lamp SLR 576; the bulb holder and shield of the P700 head lamp; and the new SFT 576 fog lamp.



A young visitor operates the Lucas flashing indicator panel.



A steering column finger-tip control for lamps, dipping and horn, shown by London Bankside Products.



An Autoroche fog lamp with an oblong body, shown by Autocar Electrical.

NEW ACCESSORIES and COMPONENTS continued

boxes and axles, adjusting brakes and steering—and it can be an added labour. Lake and Elliott (360) have a very simple and inexpensive long-lever garage jack for raising a corner of the car with one movement, and costing less than £5. There is a durable and heatproof special lithium grease shown by Edward Joy (353), with particular reference to hubs which leak ordinary grease. Wefco (Welfit Manufacturing Co., 442) show leather gaiters of very strong hide, for encasing leaf springs, protecting them from mud and water and much reducing the need for periodical servicing. Creators' spring tapes and gaiters of plastic are seen in the motor trade stands. The Minnesota Mining and Engineering Company (451) and Dunlop (213) have explanations of bitumastic-rubber undercoatings for body floors and wings. Here are, if one is not afraid of walking and of asking, all the answers to the questions which keen motorists revolve in their minds.

Opportunity for Improvement

Everything in a popular car has to be built to a price, and this policy can be relaxed only in favour of certain mechanical parts which lead so hard a life or are so vital to safety (a rear axle gear and a steering drop arm, for instance) that they must be as good in a cheap car as in an expensive one. In the hands of a keen owner a popular car, instead of going steadily to the bad, may steadily improve in certain respects: and the galleries at Earls Court are the happy hunting ground of those who like, in replacement and repair, to better things rather than to perpetuate inadequacy. There seems to be an extraordinary wealth this year of better engine parts for popular cars. Catching the eye are the remarkable claims of Laystall (227) for the longevity of their cylinder liners, the shining black Brico (352) de luxe pistons (they are graphite impregnated); and Wellworthy's (386) elaborate scraper rings which exert up and down pressure in the grooves as well as circumferential pressure, and which are to be available with hard chromium surfaces. Chromium-plated top compression rings are established as a means of reducing both ring and cylinder bore wear, but the plating of scraper rings is unusual.

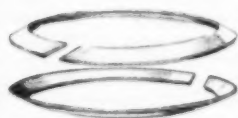
There are also James' (283) valves which have a seating face

of hard metal highly resistant to wear and corrosion. These longer-life parts for the top end of the engine are on stands scattered among others, such as Simmonds Aeroaccessories (307), Smiths (248), Vokes (365) and Wico-Pacy (293), where the modern science of microfiltration of sump oil and the efficient cleaning of the air breathed by the engine are demonstrated. Over and over again, in the galleries much more than on the car manufacturers' stands, there is reflected the motorist's post-war preoccupation with making so expensive and valued a possession as a car last much longer.

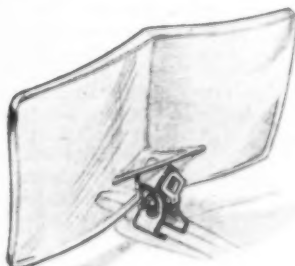
Plastic to Wool

It is also reflected in the vogue for seat covers to protect upholstery—and suits. There are more seat covers than ever: the range is truly vast, and materials range from nylon and plastic weaves to the finest Scotch woollens, usually in tartan form. These stands, with their pattern books and customers fingering their way through the different materials, bring the atmosphere of the fashion departments of the big stores to Earls Court, in soft contrast with the gleaming displays of the "silverware." Hours can be spent in the study of the seat covers, for which the choicest materials seem to be used these days. A new one by Car-Coverall (88) is called moleskin, and has a soft surface and a remarkably close, tight weave; and it seems that this is actually a cloth used to protect electric-arc welders from sparks, so that they must be the best dressed people in basic industry. Besides ocelot (a kind of small leopard skin reproduced in plush) Regency (87) show very heavy nylon covers. Car-Coverall also have waterproof covers made, like hood material, with a thin rubberized material sandwich between outer cloths. Welfit (442) have very soft wools, also seen at the Karobes (447) stand, and Broadfields Engineering (270) have strong and well woven materials, too.

That seems to be the emphasis in seat covers. They seem to be designed for the duration of ownership of the car, and there are not apparent the covers of felt and other somewhat inadequate materials which were formerly used to protect the seats until a new car was "out of covenant" and could be sold



The Cords dished-segment piston ring, and (right) Key-Leather's plough shaped insect deflector.



Butler's saucer lamp has a bulb holder in the centre of the lens.



The effects of head lamps and of a long-range driving lamp demonstrated by the Lucas picture models of road scenes.

PREFOCUS LIGHT UNITS



LONG RANGE PROJECTION



NEW ACCESSORIES and COMPONENTS ... continued

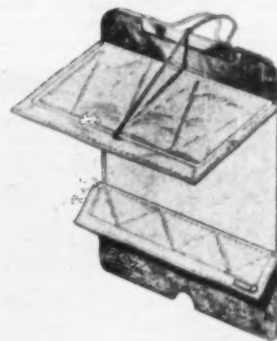
at a profit! In some cases, open weave materials, still popular, are backed by a closely woven cloth. This is to avoid the damage to leather and leather cloth which is caused when sand and grit fall through the meshes of open material and are worked about by the cover to have the destructive effects of sandpaper.

But covers or no covers, there is a timely reminder of the beauty of real leather at the Connolly (246) stand, which is arranged as a room with its walls covered with a light grey hide, and doors and chairs in dull "House of Lords" red, with embossed decoration in gilt. And speaking of chairs, which are provided for foot-weary callers on most stands, there is a most thought-provoking one on Intalok (355) stand. Its frame is of light bent steel tubes (the whole thing is of negligible weight); between them are stretched strong rubber bands, and there is a covering of p.v.c. leathercloth. For short and fat or long and thin, it is extremely comfortable and soft, yet one cannot bounce on it—it is "dead." This is the seat the firm is making for the British-assembled version of the 2 c.v. Citroen, and it provokes the thought that the bulky, often hard suite of parlour furniture found in popular cars is impressive, but unnecessary.

Radiator Blinds

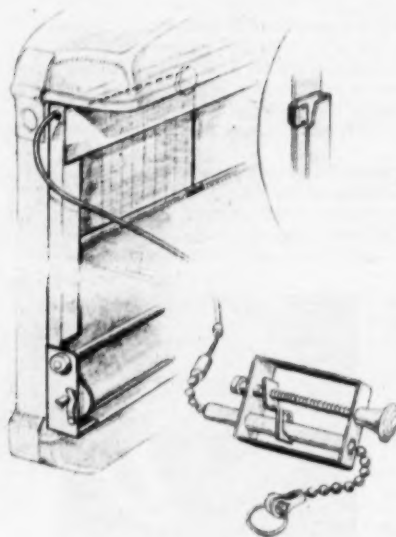
Against the background of the more effective cooling systems of modern cars, too effective in a British winter, it is interesting to see the increase in the number of radiator blinds. Broadfields Engineering (270) have one with a sufficiently strong spring roller to ensure definite action, and a facia control consisting of a ball chain and a knob-operated locking tongue. The established Key-Leather (404) blind is shown with little change. It has the feature of a moving roller in a strong metal cage, so that as the roller is moved up and down, the blind fabric is not slid over the rough radiator core. This feature is seen also in the new Weathershields' (92) blind, which seems solidly made, and has a control of cord ending in a knob. The cord, as required, is pulled down into a jamming groove in the plastic facia unit, and freed with an upwards movement. This seems commendably simple. Besides being Show-time, it is also, as the autumn melancholy of Kensington attests, the interior heater season. There is one new heater-ventilator, the more powerful edition of the Tudor (288). Smiths Accessories (248) have increased the number of fitting kits, and Key-Leather (404) have a new kit which adds M.G. to the cars to which their heater can be fitted. This heater was amended last year to include a fresh air intake. Delco-Remy's (421) heater appears in a de luxe version, and Delaney Gallay (232) have a mock-up of the Ford Eight and Ten to show their simple heater for these models.

The Key-Leather blind is another which has a travelling roller. It is shown with the ball chain which constitutes the facia control.



A simpler form of radiator blanking, also shown by Weathershields. It is called the Radwarm.

Weathershields' new radiator blind has a travelling roller, housed in a steel case.



Also new is the Imperial blind of Broadfields Engineering, which is shown mounted behind a radiator core, an unorthodox position.



Two new Models

The Rover Company Limited announce two new models—the “Sixty” and “Ninety”—in addition to the well-known “Seventy-Five”. The “Sixty” has a 4-cylinder 2-litre engine, and is designed to appeal to the motorist requiring Rover standards of quality, comfort and performance with outstanding economy; the “Ninety” is powered by a 6-cylinder 2½-litre unit. All three models have the same basic chassis and bodywork, largely

similar to that of the successful “Seventy-Five”, and a number of improvements have been embodied including synchromesh on second, third and top gears, a new central gear-change, and side lamps mounted on the wings, easily visible to the driver. Rubber bushes and sealed bearings reduce grease-gun service to a minimum.

You are invited to examine these new cars at the Motor Exhibition—Stand Number 151.

PRICES

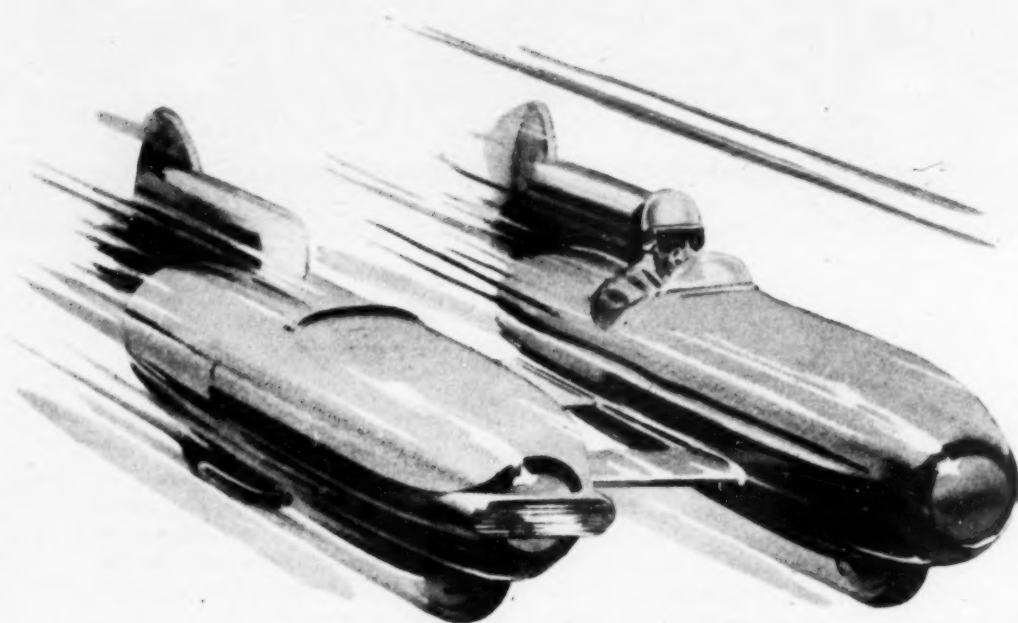
	Basic Price	Purchase Tax	Total
“Sixty”	£820	£342 . 15 . 10	£1,162 . 15 . 10
“Seventy-Five”	£895	£374 . 0 . 10	£1,269 . 0 . 10
“Ninety”	£915	£382 . 7 . 6	£1,297 . 7 . 6

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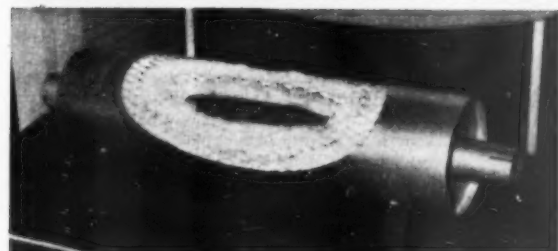
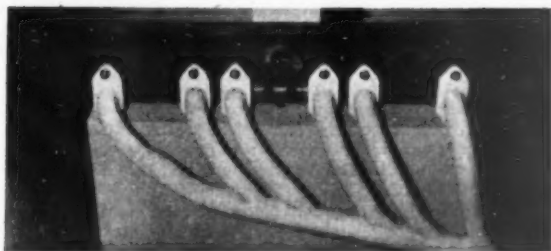
CASTROL



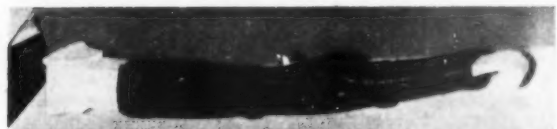
PIERO TARUFFI driving
his TARF GILERA "twin
boom" car has broken
6 International 500 c.c.
class records at Montlhéry
(13—16. 10. 53).



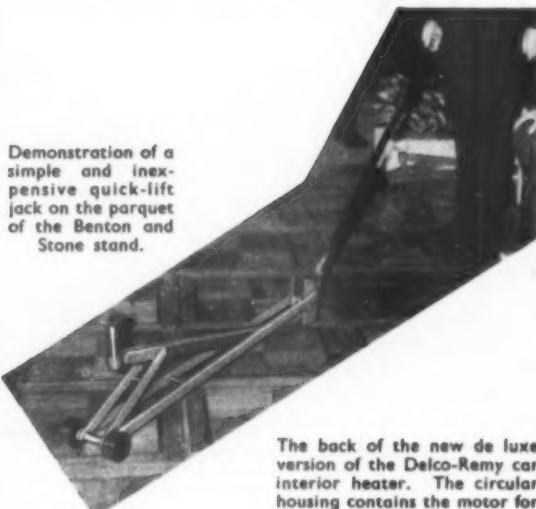
THE MASTERPIECE IN OILS



A Servais silencer is shown cut open, revealing the glass-wool in the expansion chamber. The manifold is a six-branch design developed for the Ford Zephyr.

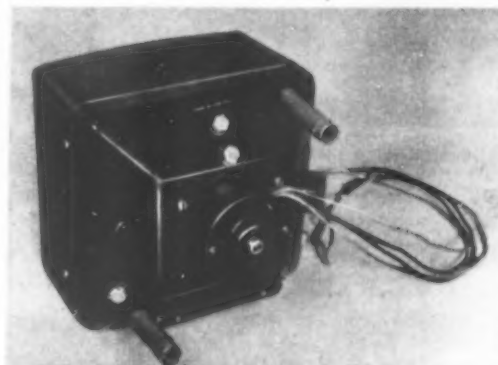


Strong leather is used for the Welfit Company's leaf spring gaiters.



Demonstration of a simple and inexpensive quick-lift jack on the parquet of the Benton and Stone stand.

The back of the new de luxe version of the Delco-Remy car interior heater. The circular housing contains the motor for the fan.



NEW ACCESSORIES and COMPONENTS ... continued

On the stands of the many firms who make door and window handles, and other interior fittings, there is to be seen very neat styling in the latest fittings.

In view of the profusion of good transparent sun vizors in the galleries, and the rarity of the cloth covered opaque kind, it seems that the public (whose tastes are more closely reflected in "extra" fittings than in cars' standard fittings) likes its vizors transparent. Yet nearly all cars are shown with cloth vizors. Wilmot-Breeden (326), who supply most of them, feature for their "accessory" trade transparent vizors to replace, on the same mountings, the opaque ones. There are many good vizors, one which particularly appeals being by Barnacle (391): it is mounted on a swinging arm so that it has up and down adjustment for height, as well as tilting and folding up, and also swivelling—a truly universal mounting.

Rerieved by an amendment in the law, the metal-figured number plate is in force, in both its anodized aluminium and chromium-plated versions. Cornercroft (261) have added a new number plate box, using translucent digits and internally illuminated, and it is notable for its slim design.

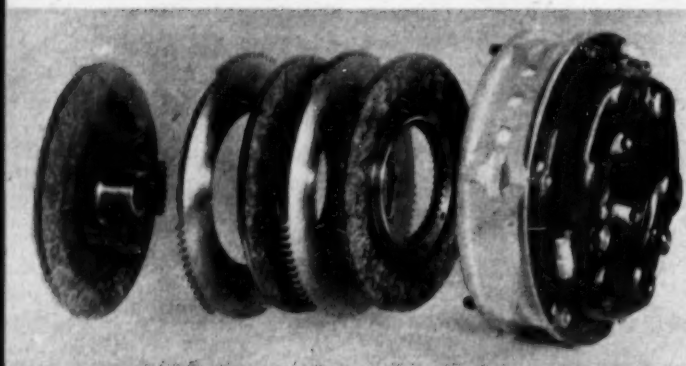
Besides white walled tyres, which are purely a styling development, there is more of interest on the tyre stands than at any Show since the war. Certain manufacturers have closed the gap which formerly existed between the cross-country tyre, with its very coarse pattern of cleats for mud which render it rather heavy and noisy for road work, and the road tyre, with a fine pattern which clogs in mud and makes the tyre "bald" in practical effect. There are three of these new tyres. The India (205) tyre called Winter has a studded tread, the studs being fairly closely spaced, so that they provide a continuous running surface, while their irregularity of shape should prevent the development of one marked note, such as the whine produced by the equal studs

of racing tyre treads. In snow or mud there may well be a tilting tendency of the tall studs, which would give them a lot of grip. Experience is awaited with interest. The Firestone (203) Town and Country has three powerful zigzag ribs running round the circumference, with deep grooves between them, and these ribs have a pattern of slicings which, under heavy driving torque, would add greatly to the grip. Here again, a continuous running surface is provided for road work. The third of these new tyres is the Bergougnan R.Q.E. (211), which has three continuous bands with castellated edges, and a row of widely spaced studs at each edge. The edge studs form a buttress pattern on the side walls and this pattern will come into effect and add greatly to tractive power when the tyre sinks into a soft surface. The smooth walls of a purely road tyre do not bring such a reserve into play when a wheel tries to bury itself.

In nearly all tyres it is noticed that stop notches (thin slicings) are used to increase braking power on wet roads, and that the thinner and more flexible wall is general. There seems to be a conflict of claims in respect of tread width, some manufacturers featuring wider, flatter treads, and some narrower treads. The arrival of the Michelin (210) X tyre in this country is signified by the display of a large sectioned model showing the construction of the wire woven case, for which interesting claims as regards freedom from tread distortion and also its flexibility over bumps are being made. Only 6.00-, 6.50- and 6.70-16in sizes are shown. And there is no explanation of how the technicians have succeeded in so surely bonding steel wire and rubber together!

As yet, no accessories designed to amplify the equipment of the new austerity cars in the hall below has appeared. But existing equipment can be applied to the purpose, of course. There is much to catch the eye of the sportsman. One

NEW ACCESSORIES and COMPONENTS continued

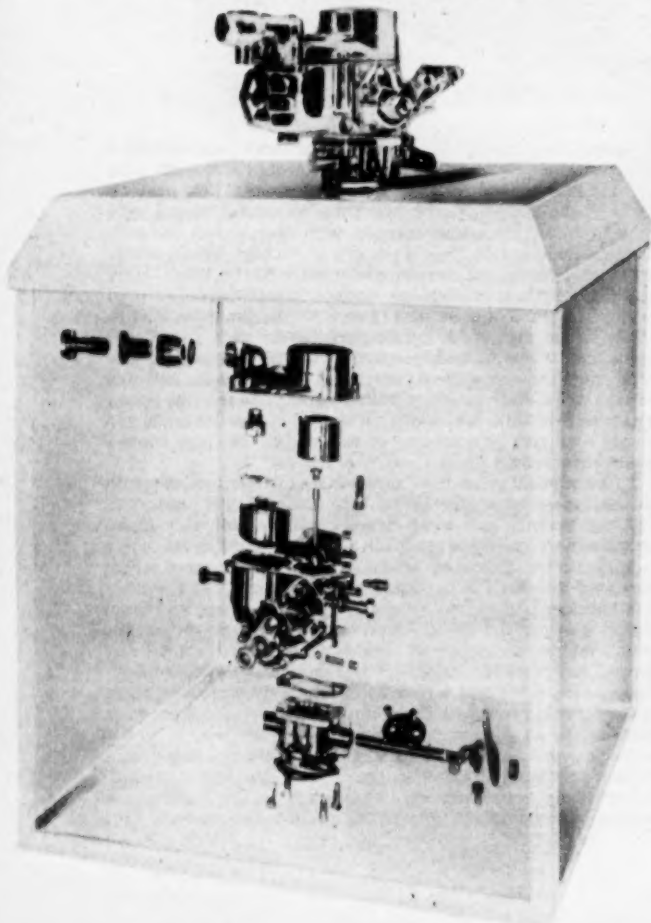


Borg and Beck's multi-plate clutch for competition cars. The friction material plates are driven by the internal teeth, and the pressure plates by their external teeth.



Bluemel's "satin silver" digits for number plates are triangular in section, thus catching the light better.

All the parts of a Solex carburettor, exploded. The supports for the individual parts are almost invisible.



of the examples of their laminated torsion bars for suspension shown by Salter (436) is that used for the trailing link of the R.G.S.-Atalanta, and the shortness of the bars is striking. The R.G.S. suspension is incidental to the exhibit, of course. Another happy incidental is the fine Aquaplane sports head, manifolds and carburation of the Ford Ten engines used by Lodge (243) in their effective demonstration of television interference from unsuppressed ignition systems.

Servais (276) show their new six-branch exhaust manifold system for the Ford Zephyr, among the straight-through silencers for which they are best known. On the Laystall (227) stand is a polished light alloy high-compression head for the M.G. engine, with inserted valve seats. Borg and Beck (368) reveal the new small-diameter multi-plate racing clutch, with the pressure plates toothed round their edges (illustrated on this page), and Wellworthy (386) display the Al-Fin brake drums which have done so well in competition and in record attempts this season. The drums are light alloy, finned, and the iron liners are bonded into the light metal by a special process.

There are some items of first-class importance and interest among the components shown. William Cary (367) exhibit the Grégoire suspension, new as far as Great Britain is concerned. A rear axle is held between two fore and aft, horizontally opposed, springs, and this can give a sharply rising deflection resistance from initial softness. The axle is located by arms or other means. The disc brake crops up in several places, most prominently on the Dunlop (213) stand, where it is shown in its latest version with a comparatively thin, light disc.

Other developments concerning components are many. The Hobbs (3) epicyclic gear box has been redesigned for automatic operation, with provision for manual control when special circumstances prevail. Clayton Dewandre (430) and Lockheed (371) exhibit advances in servo braking, which is making steady progress, as increased application pressures may make possible the use of brake linings with very high fade resistance. Clayton Dewandre also show a new automatic chassis lubrication system.



The simple hammock seat of the 2 c.v. Citroen assembled in England is made by Intalok, and is shown on their stand.

THE AUTOCAR, OCTOBER 30, 1953

THE PEDIGREE CAR WITH THE JET-BRED ENGINE

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120 Brake Horse Power!

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The engine is a new 120 B.H.P., 'square-type'—built on the same production lines as the Sapphire jet that powers the world's fastest aeroplanes. Special anti-roll bars are fitted front and rear to make cornering at high speeds very safe indeed. Gears (either 'synchromesh or new "Selectric") are smooth to operate, quick to change. The lines of the Sapphire sweep gracefully from bonnet to boot. Inside there are deep-piled carpets, fine hide upholstery, polished walnut panelling. Everything combines to accent great comfort with unobtrusive elegance.

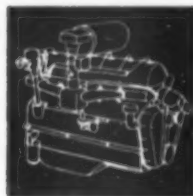
The price is £1,215 plus £507 P.T., total £1,722. "Selectric" gearbox £43 extra. At this price, the Sapphire offers you greater value than any other car in its class. You will find it at your local showroom, ready for your inspection and demonstration drive.

After you have driven it, you too will agree

"There is no finer car on the road today than the Armstrong Siddeley Sapphire."



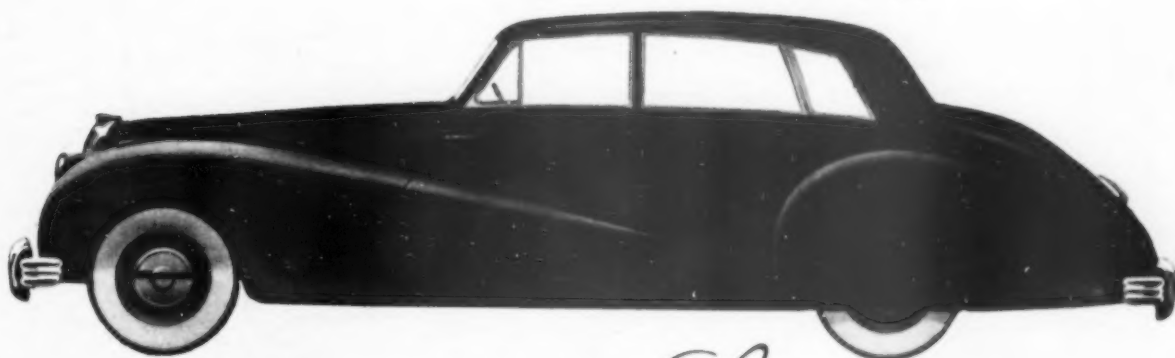
Anti-roll bars
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—top speed 95 m.p.h.—
amazing fuel economy,
over 20 m.p.g.!



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COACHWORK CONSIDERED

Craftsmanship Revealed in Countless Details by Examination of Specialist Bodies

AMONG the countless crowds that wander along the glittering, flower-lined aisles of the coachwork section at Earls Court, there must be a few who feel that the specialist coachbuilders are slow or reluctant to make any radical changes in their body designs. Their answer can be found in the car parks outside the building. Examples of the work of these firms are there in plenty—some dating back, even, to the 'thirties—standing among their quantity produced and now quite outmoded contemporaries, still looking impressive and ageless. The manufacturers engaged in quantity production stimulate sales by making regular styling changes, if only in superficial detail; this trend is carried to its extreme in America, where the changes are, in general, greater and a high proportion of the public replaces its cars each year. The brilliant craftsmanship and flawless work of the specialists must, perforce, become stabilized. They cater for a public which is prepared to pay six or seven thousand pounds for a car that will last for many years, and which will not become outmoded by the following Show.

There are, however, concessions to prevailing trends. The classic Rolls-Royce radiator—and the Bentley, too—which have for so many years stood apart from the wings and head lamps, seem quite amenable to becoming the focal point of a frontal treatment in which head lamps are faired into the valance between the wings and radiator shell. In many cases rear wings have been lost in favour of a wide body, into the sides of which the rear wheels are recessed behind almost invisible covers. The covers are either fitted by

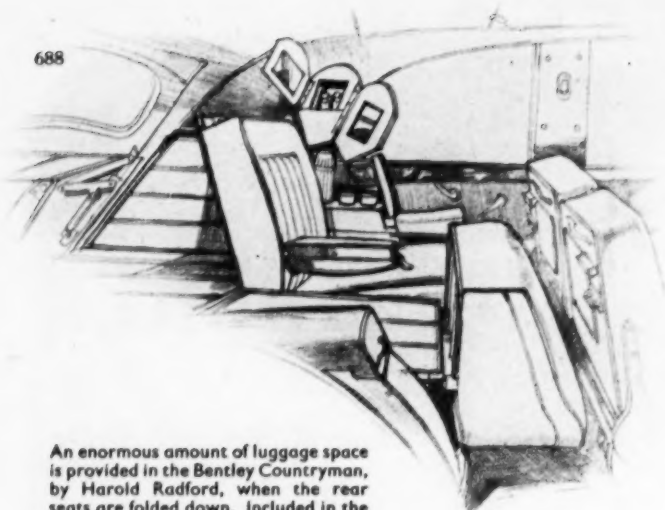
fasteners and may be removed completely, or they swing clear of the wheel arch on articulated arms; in either case their fitting is as precise as the craftsmanlike click with which the doors of all these bodies close. Front wings—in conjunction with recessed rear wheels—sweep back through the doors, gradually becoming lost in the body sides, and meeting in merging curves the waist and roof lines as they converge at the rear bumper. The increase in thickness of the doors is utilized for useful pockets or lockers in which to fit picnic outfits.

Sharp Practice!

The essentially British razor-edged styling—a heritage from the old coaching days—has been subtly combined with curves to produce an extremely pleasing appearance. This treatment seems always to give an impression of lightness and cleanness of line that would not be achieved by more bulbous curves. In addition, it increases the useful space inside the body. But none of these concessions to current trends has in any way removed the individuality of the coachwork. Immediately after the war there appeared one or two examples of flush-sided coachwork on the specialists' stands, but latterly these have not reappeared, and, if anything, the designs seem slightly more conservative. Conversely, however, all but two of the Rolls-Royce and Bentley exhibits on the specialists' stands are fitted with automatic gear boxes.

A drophead coupé body has been built by Mulliners of Birmingham on the Aston Martin DB2-4 chassis without losing the useful amount of luggage space. The occasional rear seats fold forward if even greater space is required.

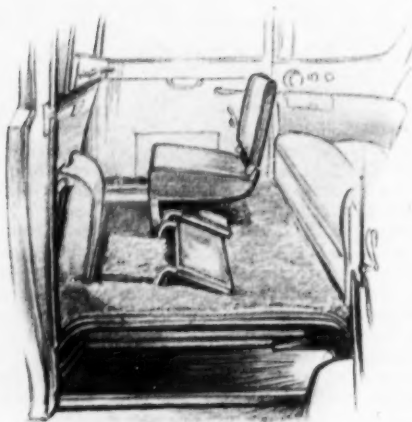




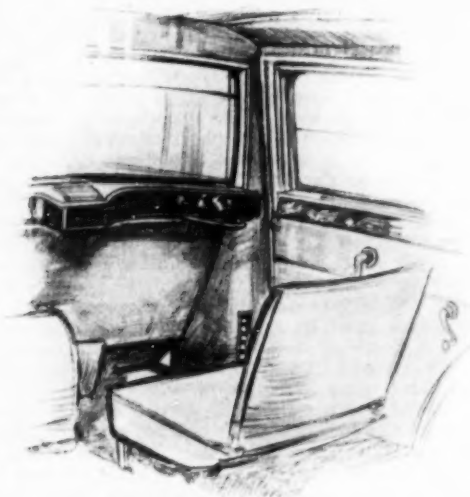
An enormous amount of luggage space is provided in the Bentley Countryman, by Harold Radford, when the rear seats are folded down. Included in the lavish equipment of this car is a powder compact in the left side headrest.



Very thin screen and door pillars are used on the H. J. Mulliner limousine body on a Rolls-Royce Silver Wraith chassis. The small section shows how the screen pillars are cut away at the corner for increased visibility.

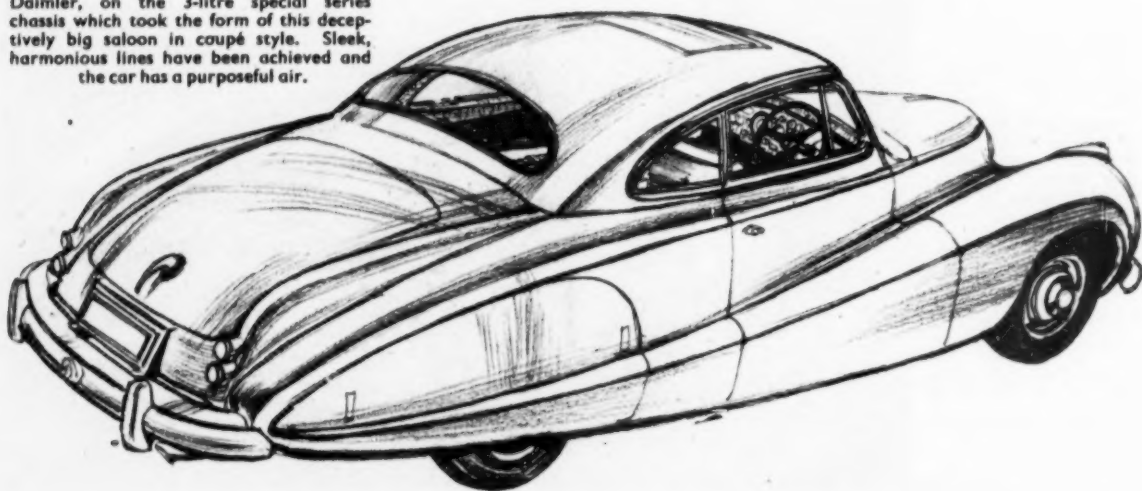


Illumination is provided for the running boards on the Vanden Plas Austin Princess limousine, which is on the long wheel-base chassis. The footrests for the rear passengers can be used whether or not the occasional seats are occupied.



A press button operates the division in this Thrupp and Maberly Humber Pullman. It is unusual in being curved glass. Generous foot room is provided for the occasional-seat passengers, and warm air vents are fitted in the door pillars.

Hooper built this year's extra special Daimler, on the 3-litre special series chassis which took the form of this deceptively big saloon in coupé style. Sleek, harmonious lines have been achieved and the car has a purposeful air.



COACHWORK CONSIDERED ... continued

James Young have successfully blended the uncompromisingly traditional Rolls - Royce radiator grille with modern frontal wing treatment and faired-in lamps. The whole car has a very well-balanced appearance.



Bumpers have increased in size and over-riders, too, are larger and more bulbous. This seems a wise concession in modern traffic conditions and crowded streets where parking places are often congested and difficult to approach. The bumpers have a long way to go, however, before they rival the weight and size of those demanded by American parking conditions.

The colours of the coachwork on the specialists' stands are in general subdued, as befits such dignified transport. It is noteworthy that, in one or two cases, a large car painted in a dark colour has the appearance of being less bulky than a smaller one finished in a lighter shade. Many of the cars show the use of a dual colour scheme to its very best, side panels being finished, together with the entire bonnet, in a light colour with the wings, luggage locker and roof in a dark one. This treatment is most attractive, and is a successful way of breaking up the masses of a large car.

Colour Matching

Bright colours are found on the stands of the firms producing coachwork for the big manufacturers. Particularly bright is the Carbodies stand. A colour scheme that seems not altogether successful is used on a Standard Vanguard shown by Fisher and Ludlow. Externally, this car is a bright apple green with upholstery in a light maroon plastic cloth with pink on the back of the front seat back rest. As several women visitors remarked in passing, it would be extremely hard to wear something that "went with it."

The quality of the cabinet work in luxury British cars has always been a strong point, but this year the beauty of the wood seems to have reached an even higher standard. In one or two examples, particularly Park Ward's cream-coloured drophead coupé coachwork for a Rolls-Royce Silver Dawn and Hooper's Silver Wraith touring limousine, the standard

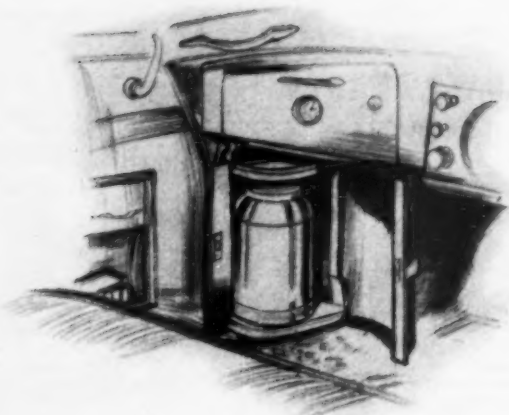
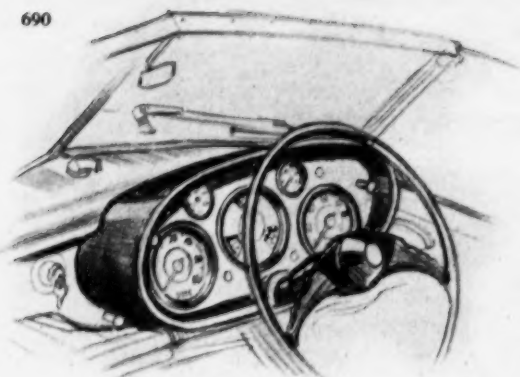
is exceptional. So beautifully is the grain matched and so intricate are the shapes that one is regretfully tempted to compare its flawlessness with that of the moulded plastic, imitation wood facias used on some cars. The sobering thought crosses one's mind as to whether the hours of painstaking skill used in shaping and polishing are really justified when a machine made imitation is so good as to invite comparison. There is no need for competition, however, between the products of the craftsman and the quantity-produced article; the mere fact of its being hand worked is sufficient justification.

As an alternative to polished woodwork leather is used in several cars as a covering for facia, all cabinet work and, in the example of Hooper coachwork for the 3-litre Special Series Daimler, on the steering wheel. This treatment appeared, also on the Hooper stand, for the first time at last year's Show and has advantages in that it is less liable to scratching and is easier to replace. In this year's Hooper exhibit—a striking silver-coloured coupé—the leather used is polished red crocodile skin, and, with the exception of the front seats, all interior trim is in this material. As a contrast with the very clean sweeping lines of the car the leather gives a pleasantly soft and fussy appearance and one shows off the other. A pleasant combination of red and black leather is used, picked out with small areas of polished walnut, for the interior trim of E. D. Abbott's convertible coachwork on a Bristol 404 chassis. This beautifully proportioned car has been attracting large crowds ever since the Show opened. With the head up or down the car's lines are equally good—always a difficult achievement with convertible bodies—and the hood stows away out of sight in the enormous luggage compartment when not in use.

Always a strong point with coachbuilt bodies, the driving vision is outstandingly good in practically every exhibit. In integral construction coachwork the roof and windscreen pillars contribute a great deal to the strength of the welded

Mulliners of Birmingham are responsible for this newly styled body on the 3-litre Alvis chassis. Air vents are fitted in the top and sides of the bonnet. The windscreen pillars are thinner, the window frame surrounds are now chromium plated, and the upholstery is pleated instead of being panelled.





Contrasting leather is used in the E. D. Abbott Bristol 404 drophead coupé. The fascia is of polished wood surrounded by black leather and the shelf is covered in quilted red leather.

Right: On the Harold Radford Bentley Countryman there is an ice container under the scuttle; a picnic set is in the door.

COACHWORK CONSIDERED . . . continued

body-chassis unit, and the screen pillars thus need to be thick; the specialist coachbuilders, however, have a substantial chassis frame on which to create coachwork that need contribute little to the torsional rigidity of the car. The windscreen pillars can be so thin that they are no more than the width between the driver's eyes and cause virtually no obstruction whatever. The trend this year has been to use more acutely curved windscreen glasses and exceptional visibility is provided for the driver. An outstanding example of this increased curvature is to be found on the Rolls-Royce Silver Wraith touring limousine on the Hooper stand.

Arising from the use of curved screens is the frequent reflection of the illuminated instrument dials at night, and the need to hood them to avoid it. Varying degrees of this hooding are seen, ranging from the thin, curved strips of wood that run along the tops of the facias on the two Lagondas shown by Tickford to the heavily shrouded, grouped instruments on Abbott's Bristol 404.

Sybaritic

Attention to the convenience and comfort of passengers is carried in many cases to an almost surprising degree. This is in keeping with the intended use of most of the cars for long-distance touring and the intentions of the designers that the passengers should be as comfortable at the end of a long journey as they were at the beginning. Several examples of demisting devices for the rear windows are found. These consist of either a separate fan which directs a current of air at the window, or a heater element incorporated in the window glass itself. In the products of no other nation can there be such a wealth of detail luxury fittings; cocktail cabinets, smokers' companions, mirrors and ladies' make-up outfits, picnic sets and even pipe racks are there, and all are of the very best workmanship. These detail refinements are particularly useful in a car intended for motor-race-goers and spectators of outdoor sports. Harold Radford's Bentley Countryman is expressly intended for this purpose and the equipment includes everything that could possibly be required by this class of user—even down to silver flasks and a cigarette lighter. In one or two examples of specialist bodies are to be seen little shopping lists and notebooks which fit into recesses in the arm-rests of the rear seats. Excellent though these fittings may be, one cannot help feeling that before the cars have been in use for long this detail equipment will have found its way elsewhere. It is all, however, in keeping with the painstaking attention to every detail that marks British luxury coachwork—as, indeed, are the English crystal glasses provided in some of the cocktail sets. And, as a "shop window," these cars must have very considerable influence.

Upholstery, in the majority of cases, is expertly used—

fashioned and shaped without a crumple into the most complicated shapes—leather work that no other nation rivals. Seat back rests are in general pleated, though the seats themselves are plain. Now that West of England cloth has become available once more it is used to upholster the rear compartments of several limousines, though leather is used for the driving compartments. Though not so long lasting, possibly, as leather, the cloth is warm and soft and gives a very comfortable and hospitable appearance to the interior of the car. In the Austin Princess III touring limousine on the Vanden Plas stand the designers have reverted to the old-fashioned "buttons" on the back rest of the rear seat to mould the Dunlopillo into a shape that gives admirable support to the occupants.

The use of curved glass for the divisions of limousines has made it possible to shape it to follow the contour of the



One of the most luxurious cars at the Show: the Dauphin, by Hooper, on the 2½-litre Lanchester chassis. The seats are supremely comfortable, and the bodywork was designed to give the best possible accommodation for four people only.



Abbott have produced a striking drop-head coupé on the Bristol 404 chassis. The hood disappears completely under the panelling at the rear, and the air intake for the radiator is so deep that the grille cannot be seen by anyone standing near the car.

back rest of the front seats. This avoids the need for a vertical partition behind the front seats and greatly increases the legroom for the passengers. In one or two cases where flat glass is used the divisions—for the most part, power operated by push buttons—rise at the same angle as the back rest and then tilt forward to the vertical position automatically.

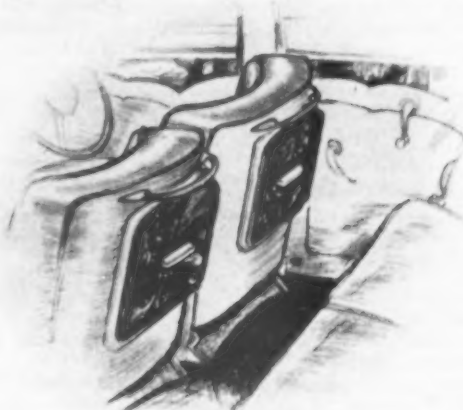
The large number of convertible bodies, both on the specialists' stands and on those of the coachbuilders engaged in quantity production for the big manufacturers, reflects the increasing demand for this type of coachwork. This is particularly noticeable on the Carbodies stand. This company specializes in convertible coachwork to be included in the listed ranges of both Ford and Austin. Power operation of the heads—usually associated with much more expensive (or American) cars—is available on the Ford Consul and Zephyr and the Austin A.40. An attractive point about the heads on these cars is that they can be arranged in the intermediate, *de ville*, position, and several exhibits are shown with their heads thus stowed. Power operation of convertible heads is not the only labour-saving application of electro-hydraulic power; side windows are in many cases raised or lowered by pressing buttons, in addition to glass divisions in limousines.

Bag and Baggage

Luggage accommodation has received considerable attention. In the 3-litre Special Series Daimler coupé there is a wide, uninterrupted space behind the front seats, in which are shown a set of red crocodile suitcases to match the interior trim; this space is additional to the luggage locker. The Aston Martin DB2-4 saloon and drophead coupé on the stand of Mulliners of Birmingham has an arrangement whereby the rear seat back rest may be folded forward to make an additional luggage space. Harold Radford's Bentley Countryman, indeed, can be converted into what amounts to a luxurious estate car and is shown with a load of luggage

alongside it which would frighten the average estate car. Abbott's sports saloon coachwork for the Bentley, too, has a rear seat that folds away to make an uninterrupted luggage space extending from the luggage locker to the rear of the front seats. This car, too, has a higher geared (lower ratio) final drive of 3.4 to 1.

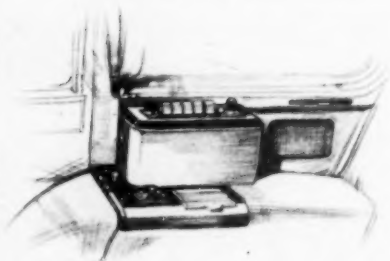
There are examples of four- and six-light coachwork on most of the coachbuilders' stands. Here the choice seems to lie between the privacy that the rear seat passengers get from a four-light body, or the excellent all-round visibility that results from the two extra quarter lights. In addition to privacy, the passengers of the four-light saloons have the



Big separate seats are used in the front of the sports saloon Bentley by Freestone and Webb. In the seat backs are folding tables, and a beautiful interior colouring is achieved with beige and deep maroon.



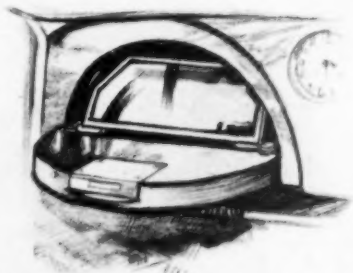
Unframed glass is used in the division of the Rolls-Royce limousine by H. J. Mulliner. When raised the glass fits snugly against the roof trim.



Thrupp and Maberly have mounted a radio control and interior light switches at the side in their Humber Pullman limousine. The loudspeaker is behind the grille, and above it is a pull-out vanity mirror.



Unusual division treatment is used in this James Young Rolls-Royce limousine. There are curved sections of glass at each end.



On a Bentley by Freestone and Webb the left-hand fascia locker contains a vanity mirror which hinges up as the lid is opened.

COACHWORK CONSIDERED . . . continued

advantage of mirrors, ladies' companion sets or even just head rests that occupy the rear quarters.

In keeping with the care and attention that are obvious in the construction of the coachwork exhibits there is also the attention to detail that cannot readily be seen. In most cases, joints in the wood-and-metal framework of the bodies have been lined with impregnated fabric to avoid squeaking produced by flexing of the chassis. Carpets and cloth upholstery are impregnated with moth and mould resisting solutions, and particular care has been taken to exclude dust from the interiors and luggage compartments. This is primarily to cater for owners who take their cars to hot, dusty countries and, in this connection, too, Perspex panels are fitted in the roofs of several cars. These have shutters which can be pulled across when the sun's rays become too warm.

Passenger accommodation of the various styles of coachwork ranges from the super-luxury travel for only two people in the Hooper Daimler coupé to the long wheelbase limousine coachwork built for an A.135 Austin Princess chassis, which will accommodate up to eight people. An ingenious arrangement of occasional seats is used in this car. When they are in the stowed position they provide footrests for the rear seat occupants; when they are in use, small flaps fold downwards beneath them and serve the same purpose. The wheelbase of this car is a foot longer than that of the standard Princess model.

Frontal Change

All the coachwork shown on the Vanden Plas stand is on this chassis and bears the new style of radiator, which is altogether pleasing. Bumpers are larger and more rounded than on the previous versions of this model. Running boards on these cars are not visible when the doors are closed, being hidden behind the outward sweep at the bottom of the door panels; when doors are opened the running boards are automatically illuminated.

The touring limousine is a recent addition to the bodywork produced by several of the coachbuilders. This normal-looking saloon type of car is fitted with a glass division. When this is in the lowered position the car is virtually an owner-driven saloon, but by raising the division it becomes a chauffeur-driven limousine.

In this, the fiftieth anniversary of the first Motor Show

at all resembling the present series, held at the Crystal Palace in 1903, perhaps a parallel can be drawn between the great hand-built cars of those days and their modern counterparts. The influence of the horse-drawn carriage builders was strong in both their styling and their upholstery. But the incredible attention to detail, passenger comfort and craftsmanship were there. Styling has changed beyond recognition, but still the old influences can be detected, particularly in the hard, razor-edged treatment so successfully shown at Earls Court. Though greatly outdated, many of these old cars still have a decided dignity when they appear on the roads, as will current specialist models in fifty years' time. Craftsmen should be conservative in catering for their discerning public.



Quite a new appearance has resulted from the restyling of the radiator shell and bumpers of the Austin Princess range by Vanden Plas. Again, harmony has been achieved between modern lines and a large, straight grille.

RADIO at EARLS COURT

NO STARTLING INNOVATIONS IN CAR INSTALLATIONS

CAR radios have changed little over the past year and manufacturers seem to be concentrating on the finer points of reception and interference elimination. A general survey of the five stands exhibiting car radio at the Show emphasizes this and there is virtually no major change in evidence.

Two new Motorolas are shown by World Radio, Ltd., the Golden Voice Model 821 and the 621, the former having eight valves and the latter six. Both models incorporate Prestolok tuning which enables the required station to be selected without the use of tools of any kind. In addition, normal manual tuning is retained. The thoroughly compact power and tuning units can be examined on the stand and the neat press-button arrangement is to be admired in an artificial fascia panel setting.

In addition, a comprehensive range of aerials, loudspeaker kits to suit any installation, and car radio parts is shown in a very practical way.

On Stand 94, Pye show a single model suitable for export. This is the PE588CR six-valve version with five wavebands. A very comprehensive display of radio telephone equipment suitable for hire cars is also shown, but the fact that the primary exhibit is for export only somewhat dulls the interest from the average British motorist's point of view.

Delco-Remy-Hyatt, with a very attractive corner stand, make no secret of the contents of their car radios; a rotating plastic exhibition example is prominently displayed and it can be stopped and ex-

This impressive display can be seen on the stand of S. Smith and Sons (Radiomobile), Ltd. It shows Radiomobile products in almost every conceivable setting.

amined at length by any interested spectator. The D.R.H. 342 is the only car radio produced by this company and is already extremely popular for its many virtues, which include the extremely attractive price of £26 5s including purchase tax.

This model has three tuning drums which are initially set by hand. A three-way switch is then used to select the individual stations. The small roof-mounted spring aerials which are a speciality of this manufacturer are available for examination and a good idea of their flexibility can be obtained by brushing past one which is mounted on the stand at waist height. It pings smartly back into the upright position after being released. Several other types of aerial are shown.

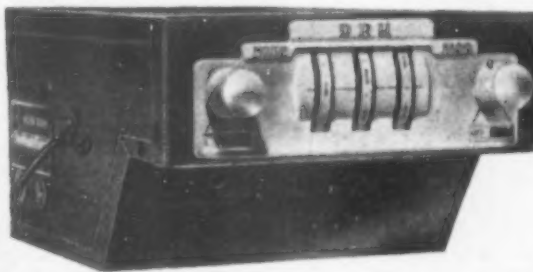
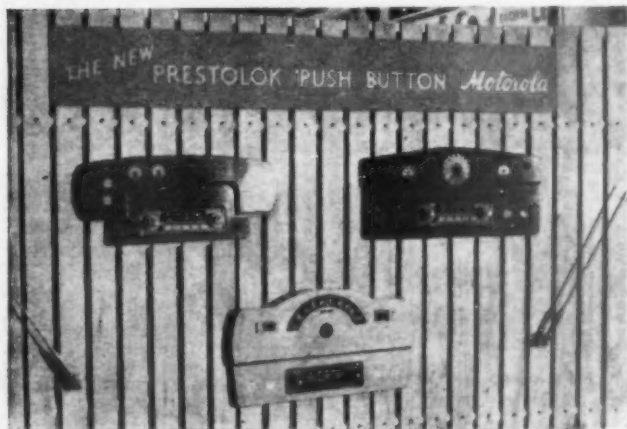
S. Smith and Sons (Radiomobile), Ltd. (Stand 350) have a very impressive array of fascia panel arrangements on show. The tendency here is to fit the loudspeaker in the fascia panel as well as the tuning controls. Whether this is governed by acoustics or cost is difficult for the layman to decide, but provided there is room on

the fascia, and provided reception is up to the required standard, this speaker position is a matter of personal taste.

This company produces a variety of sets for use in all parts of the world and there is radio on show for the owner in the far East or the frozen North.

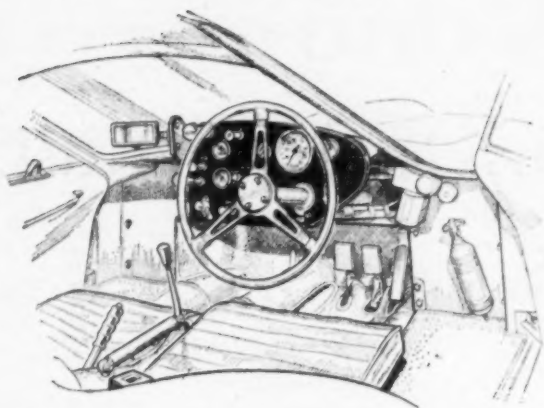
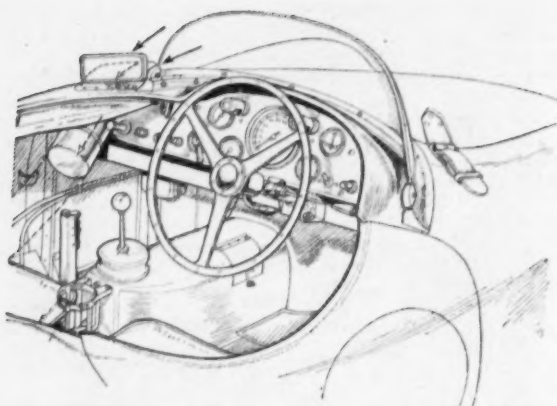
The accent is on speakers on the stand of E. K. Cole (Stand 90). Four speakers can be fitted to a single model (the CR117) and this installation is of particular interest to the owners of large cars. Perhaps the most attractive model on this stand is the car radio which has been specially designed to cater for the needs of Ford Consul and Zephyr owners. This model has six valves and drum tuning is incorporated. Another radio shown is the CR61, which is an eight-valve receiver covering seven short-wave ranges. Band spread tuning is incorporated and the set is available in 6- or 12-volt models.

It may seem at first that there is a very poor selection if such things are decided upon the number of exhibitors. This, as the visitor will quickly realize, is not so.

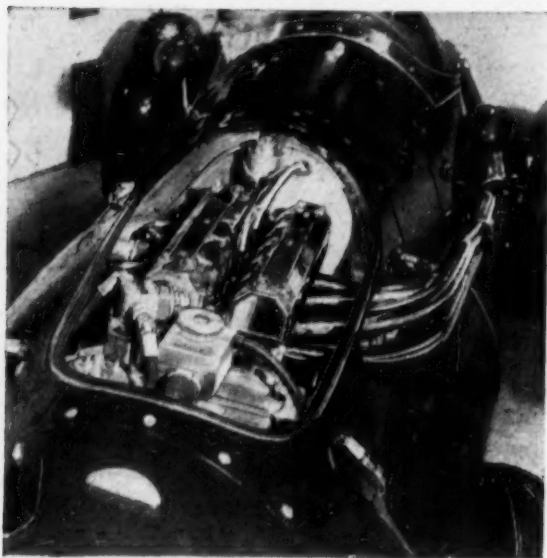


The already popular D.R.H. car radio (above). The control on its left is a selector switch which enables the driver to tune in to three pre-set stations.

These artificial fascia panels (left) give some idea of the fitted appearance of World Radio products. Motorola car radios incorporate the new Prestolok push-button tuning units. They are very compact.



The cockpit layouts of two of the competition cars on show at Earls Court make an interesting comparison. On the left is that of the Aston Martin DB3S; the short, stubby gear lever, the clip for holding a lemonade flask, and the ducted air intake for cooling the final drive unit will all be noticed. On the right is the Bristol Type 450 cockpit, with instrument panel reminiscent of aircraft practice and gear lever linked with the rear-mounted gear box.



The Connaught formula 2 car on the racing car stand is fitted with fuel injection equipment; the pump for this can be seen in this engine view, to the left of the tiny radiator header tank.

The fully aerodynamic shape of the air-cooled flat-twin Panhard which won the 1953 Le Mans race on handicap is well shown in this view of the car as it appears on the stand.

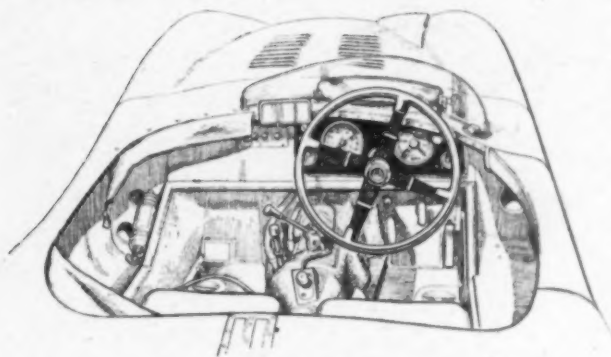


S P E E D

IF YOU AREN'T SATISFIED, YOU

ENTHUSIASTS must surely acclaim this year's Earls Court exhibition as the best Show ever held in this country; what a chance to feast the eyes on cars . . . cars . . . and yet more cars! If they then have any strength and stamina left there are still the galleries with their seductive rows of accessories and gadgets of all kinds; but the primary attraction remains the cars themselves, glittering and resplendent in their exhibition setting, even more attractive than on the road or—breath-taking thought!—in the garage at home.

Perhaps you are not among the lucky ones who actually make this pilgrimage and see it all for yourself. Even for those who do, the impact on the senses of so much to see tends to dull the appreciation of each individual item, quite apart from the fact that at some time in the day the necessity of food, drink and, above all, rest for weary feet, transcends all else in the mind of even the most perfervid



The Le Mans-winning Jaguar XK120C is equipped with deflector and conventional aero screen; the starter switch is mounted on the central tunnel, aft of the sharply cranked gear lever.

moreover, in the car world as in all others, one man's meat is very definitely another man's poison. But take one of the surprises of the Show, the new Jensen 541. There is a car which for beauty of line combined with originality compares with the best offered anywhere, in Europe or outside, and which should have a performance to match. Among the mechanical features are a new chassis of large-diameter steel tubes with box-section cross members, coil spring and wishbone i.f.s., a modified cylinder head plus three S.U. carburettors on the 4-litre Austin engine, and an overdrive unit aft of the four-speed gear box; the engine now gives 140 b.h.p., and the maximum speed is claimed to be 120 m.p.h. The hinged flap for the main air intake, the neatly contrived air intakes for front brake cooling, and the engine compartment air outlets (one of which supplies warm air to the windscreen) are all practical novelties. All the body panels are of aluminium except for the locker lid, which is of plastic material. For a limited-production car, the basic price of £1,250 for this Jensen cannot be considered excessive.

Then there is the beautiful Arnolt-Bristol, an open two-seater on the short-wheelbase chassis, with body by Bertone of Italy to the order of the American specialist, Arnolt, of

O N P A R A D E

MUST BE HARD TO PLEASE

By J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

enthusiast. Thus, it is a profitable exercise to pause now and review in the mind all that is on show, and to reflect at leisure on the merits, disadvantages and economics of the different exhibits.

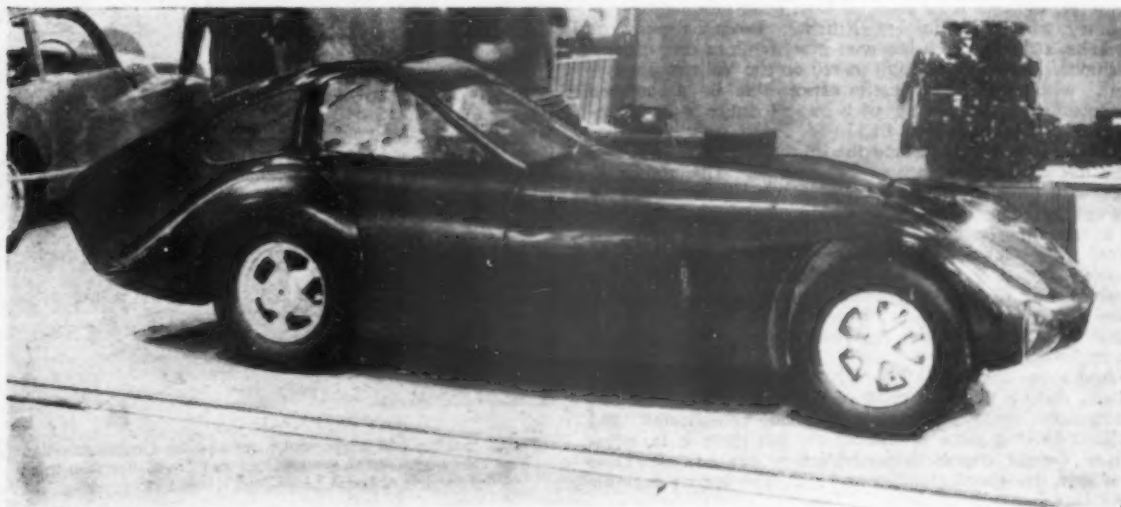
Within the space of one article it is obviously impossible completely to review everything of interest to the performance devotee; moreover, almost every model has been illustrated and described in the last two issues of *The Autocar*. But some exhibits stand out in the mind and shriek for comment, while others prove on close examination to possess many ingenious and praiseworthy features which escape the casual glance.

It would obviously be invidious to attempt to pick out the outstanding exhibits in order of attraction or merit;

Chicago; this is strictly export only and, in fact, were it on the British market the head lamp position would contravene the minimum height regulations. The standard Bristol 404 coupé is attractive enough in all conscience, and should exceed 110 m.p.h. even without the special overlap camshafts which are an optional fitment to the well-proved 2-litre engine.

The new A.C. Ace, based on the Tojeiro sports car chassis, is another eye-catcher; the output of the 2-litre engine, the design of which was basically so good that it has remained almost unchanged for very many years, has been raised to 85 b.h.p., and the low weight of 15 cwt will make this car a lively performer. The basic price of £915 is not low, but there will always be a market for the almost

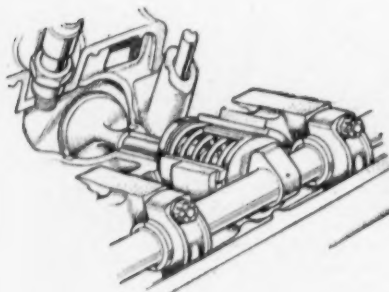
Since the Bristol Type 450 coupé appeared in road races the front has been considerably smoothed out; in this form the car successfully attacked International Class E records at Montlhéry shortly before the Show.



SPEED ON PARADE continued

hand-built car in these days of big production. But let nobody belittle the latter field; the Austin-Healey, which was acclaimed as a new exhibit just twelve months ago, has now proved itself capable of quite extraordinary things for a car with a basic price of but £750, and is withal a very good-looking, practical and reliable machine.

The now familiar but no less meritorious Jaguar XK120 two-seater (£1,130), the Aston Martin DB2-4 saloon, with occasional rear seats to increase its versatility (£1,850), and Frazer-Nashes in various guises (between £1,950 and £2,250) also claim the attention; and all these *marques* are also represented on their stands at the Show by cars which have proved their worth in competition motoring. The Jaguar Le Mans winner, an Aston Martin DB3S of many successes, and the Frazer-Nash Le Mans class-winning coupé are all intensely interesting, representing as they do three different approaches to the same basic problem—speed with roadholding, brakes and reliability. The Sunbeam Alpine also catches the eye, with a justifiable reputation for ruggedness and reliability—four *Coupes des Alpes* in this year's Alpine Rally—and costs £895.



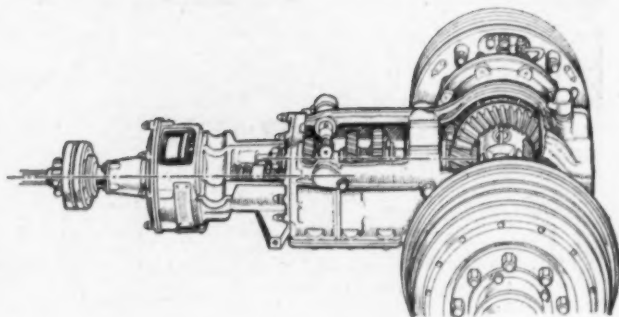
The Pegaso valves are operated through inverted piston-type tapets which slide in bushes in the light-alloy cylinder head and enclose the valve springs.

In less rarefied fields, financially speaking, there are the Morgan Plus Four, the Triumph TR2 sports, the revised M.G. Midget (TF), and the Jowett R4 Jupiter. The basic prices of these four cars are almost the same (£565, £555, £550 and £545 respectively); yet again they are of widely differing designs, each with its merits. The Triumph uses a modified version of the Standard Vanguard engine, whereas the Morgan uses it unaltered. The M.G. TF is the logical successor to a famous line of Midgets; the Jowett R4, however, is the least conventional of the four, with its flat-four engine and part-plastic body.

From the Continent

So far, the cars mentioned have all been products of this country; what of the foreign element? From Germany the Porsche, a name which has won great fame in recent competitions. Unique in design (based on the Volkswagen layout), with undoubted performance, this is a coveted possession; but, of course, with import duties it is expensive for a 1½-litre (from £1,120). From Italy the *Gran Turismo* Lancia Aurelia and the lovely little Farina-bodied Alfa Romeo coupé, both names of renown. The Aurelia, in fact, with independent suspension all round, its unique V-six cylinder engine and rear-mounted clutch and gear box, is a refreshing example of really original design; and, as proof of its efficiency, there on the stand is the actual Liège-Rome-Liège rally winner. The sectioned Aurelia chassis enables most of the design features to be closely examined. The Alfa, though more conventional in design, has a twin-o.h.c. 2-litre four-cylinder engine and is a worthy successor to its famous ancestors.

And then—there is the Pegaso. Coming as it does from Spain, there is always a sense of the unexpected about this immensely costly, beautifully finished, complicated and delicate-looking piece of machinery; but there it is, twin-o.h.c. V-eight engine (supercharged if desired), de Dion rear axle, five-speed gear box and all. The bizarre example



The gear box and final drive unit of the Lancia Aurelia are unorthodox and full of interest. The clutch is mounted at the input end, while the transmission line steps up from the input shaft to that carrying the bevel pinion, there being no direct drive.

of Show coachwork, with its Perspex rear section and strange outboard "fins," adds to the illusion of the unreal; but here again is a sectioned model of the engine and all the transmission, to prove reality and repay study.

Hitherto unmentioned special exhibits on the stands of manufacturers include the very completely wind-cheating Panhard which won the handicap side of this year's Le Mans race; the Bristol Type 450 coupé of Rheims and Monthéry fame; and the actual Austin-Healey which achieved over 142 m.p.h. on the Bonneville Salt Flats. Then, tucked away in the Marine Section, there is a pukka 1954 formula 1 G.P. engine: the Coventry Climax 2½-litre V-eight. This engine forms an interesting comparison with that of the Pegaso, for they are broadly of similar layout; the Coventry-produced unit will appear in competition next year, the Spanish one may do the same (in G.P. form), and the results . . . time alone will tell!

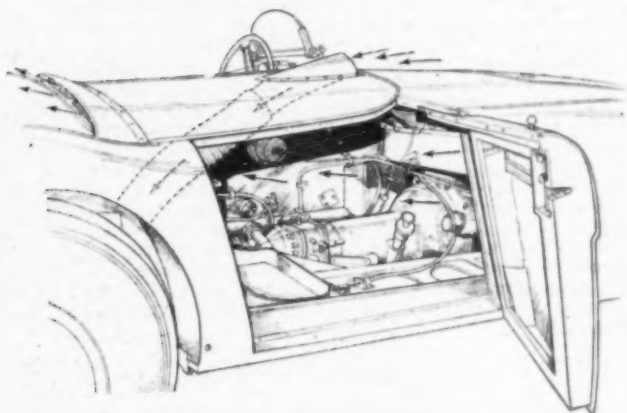
The racing car stand is divided into halves, formula 2 and formula 3. The former shows three proven cars; the Connaught (with fuel injection), the Cooper-Bristol, and



Tough looking and purposeful; the 2½-litre Lancia Aurelia *Gran Turismo* saloon in which Claes and Trasenster won this year's arduous Liège-Rome-Liège rally



The formula 3 Kieft is fitted with the Turner four-cylinder twin-o.h.c. 500 c.c. engine, carburation being by four small S.U. instruments. Final drive is still by chain, from the Douglas motor cycle gear and bevel box.



Above: In the modified record-breaking Austin-Healey a partition separates the driver from the passenger's compartment, which is used simply as an air exit duct from the engine room. An additional duct on the cockpit cover admits air for rear axle cooling. This, of course, was not the record-breaking stock car.

The rear view of the new Jensen 541 is particularly shapely. Fuel is carried in saddle tanks beneath the rear seats, the filler cap being located just behind the left side door; the lid of the luggage locker is a plastic moulding.



the H.W.M. On the formula 3 side come the latest in streamlined Coopers, fresh from record-breaking runs, but also designed for the faster road racing circuits next year; an Erskine Staride, new to Earls Court; and a Kieft with four-cylinder 500 c.c. Turner engine, which has yet to prove itself in competition. These three form another interesting comparison, for the last word has by no means been said in formula 3 car design.

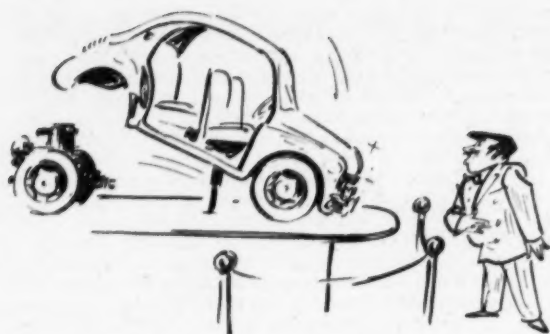
Such is Earls Court from the enthusiast's viewpoint—but there is still so much of interest in the galleries which must go unpraised here. Sports car design is still vitally alive, and so is performance, with 140, 150 and even 170 m.p.h. being exceeded by basically standard production cars. But maximum speed is only one—not even the major one—of the things which go to make up the ideal sports car, and research is proceeding apace on better acceleration, better braking, better roadholding, and greater ease of control.

What is the best sports car in the Show? There are at least six, and probably more, depending on the requirements and preferences of the individual; if you have not been there and made your own choice, there is still until tomorrow night—it doesn't shut till 9 p.m.

POWER-WEIGHT RATIOS*

Pegaso 2.8-litre (supercharged)	...	...	240.1	b.h.p. per ton
Frazer-Nash Mark II Competition	...	...	224.0	.. ..
Pegaso 2.8-litre	...	...	175.0	.. ..
Frazer-Nash Targa Florio Turismo	...	...	133.2	.. ..
Jaguar XK120	...	...	130.6	.. ..
Bristol 404 (sports engine)	...	...	122.1	.. ..
Jensen 541	...	...	116.8	.. ..
A.C. Ace	...	...	113.1	.. ..
Triumph T.R.2	...	...	109.1	.. ..
Lancia Gran Turismo	...	...	108.8	.. ..
Aston Martin DB2-4	...	...	106.2	.. ..
Bristol 404 (standard engine)	...	...	102.8	.. ..
Alfa Romeo 1900 Sprint	...	...	102.2	.. ..
Austin-Healey Hundred	...	...	93.7	.. ..
Porsche 1500 Super	...	...	93.1	.. ..
Jowett R4 Jupiter	...	...	91.4	.. ..
Morgan Plus Four	...	...	86.4	.. ..
Allard K3	...	...	82.6	.. ..
Singer SMX Roadster	...	...	81.2	.. ..
Allard Palm Beach (Zephyr engine)	...	...	78.9	.. ..
M.G. TF Midget...	...	...	66.5	.. ..
Sunbeam Alpine	...	...	64.0	.. ..

* Based on manufacturers' statistics.



"There's your French charm . . ."

Written by
PETER GARNIER

Illustrated by
GORDON HORNER

DRAWING THE LINE

GREY mists hung over the long queues that stood outside Earls Court and the roads were still wet after a night of fog as the artist and the writer pushed through the swing-doors and entered the building. The contrast between the dank and colourless scene outside and the glittering, brilliant one within the doors was amazing. There was an air of last-minute preparation—final titivation before the "curtain up." Stand attendants hastily removed dust-sheets and feather dusters flicked over sectioned engines; loudspeakers warned that only ten minutes remained before the doors would be opened.

"You know, P.G.," the illustrator remarked, "I wonder whether the chaps who started the industrial revolution ever visualized anything like this. After all, but for them . . ."

"So that's your reaction, is it?" replied the writer. "I'm afraid mine's much more mundane. I was thinking that it takes a buyers' market to produce a show like this. The sellers really have to woo us if they are going to sell their wares. Last year it was like looking at the Crown jewels in the Tower; one could envy and admire but one couldn't buy. I think we're coming to the beginning of a sorting-out period. Until this year the manufacturers were providing for a starved market; it was too easy. Anything that was available was sold irrespective of the quality or finish. You know what I mean, poor chromium and paintwork didn't seem to matter much as long as one could get something. Now it does matter. If you buy something that rusts in a few weeks you make a mental note not to buy another of that sort, and the manufacturer has lost a customer. The good ones will keep going and the bad ones will either have to become good or go out of business."

"That applies just as much to styling, too," the illustrator

said, seeking to direct the conversation on to his own subject, "and is best shown by the fact that, at one or two post-war shows, the floor has been dominated by one car—what you might have called a Jaguar year. But this year it seems that the whole cast is made up of prima ballerinas."

"I quite agree with you, but haven't they become, in some ways, too beautiful in view of their purpose and the conditions in which they operate? If a Martian were to arrive, and see this display, he could quite happily rhapsodize over their beauty without having the slightest idea of their purpose. He might well enquire what the round things at each corner were for. I think the poetry of it all is obscuring the function and there seems too great a straining for effect. Even to my eyes some of the cars look too delicate—too vulnerable—and too susceptible to dirt and damage. If you look at the salt-caked record breaker or the dusty, dirty Liège-Rome-Liège winner, you'll see what I mean. I feel that they are real cars and the rest are just fantasy."

Martian

By now their wanderings had brought them to a stand decorated by little flying horse motifs and the illustrator's pencil was working hard. "Yes," he said, "and while on the subject of Martians and fantasy, how about this Spanish projectile? I can almost see a space-man stepping out and annihilating the crowds with his atom-ray gun. Look at the safety straps on the seats; it looks as if it was designed for inter-planetary travel, not road transport. I can't help feeling that, striking though it certainly is, they are straining too hard for an effect and forgetting the prime purpose of the car." The writer had other ideas on the subject. "Personally, if I had the money to spare, I can't think of a better way of spending it," he said.

They moved on, both secretly coveting this ten thousand pounds' worth of inter-planetary red and black cellulose. Suddenly the illustrator turned his coat collar up and shivered. "Br-r-r," he said. "From sunny Spain to the Alps; what a change, and doesn't it look cold? I'm not sure about this passion for white as a colour for sports cars. What's wrong with green? It always used to be the colour; white distinguished the sporting representatives of Germany. I can't help feeling that the combination of white cellulose, rubber beadings and chromium plate suggests kitchen equipment. Do you suppose that the stand attendants will open the grille at lunchtime and take out a cold chicken and some bottles of lager?"

"I think I can see their point," the writer said. "There's nothing nearer to refrigeration than an open sports car on a cold day. Have you noticed how feminine, in general, colour schemes are becoming? Look at that sentimental violet, that salmon pink, those effeminate pastel shades; frankly, I don't approve of these fancy colours and I'm not sure that manufacturers are right in always producing



"... an elaborate leg-pull."

a mirror finish of polished cellulose. There have been one or two ramifications—a certain galaxy of stars or bouquet of *fleurs de lys*, and the overlaid wicker-work of the old days; but always the surface is highly polished. Could this be more vulnerable? Small boys take a delight in self-expression on these tempting, flawless surfaces. Apart from that, contrast is one of the laws governing our conception of beauty. Surely one could take a tip from painters like John Piper and vary the texture of these surfaces with advantage? I don't mean to suggest a stucco effect, but I do feel that the inevitably flawless cellulose is not a pre-requisite."

"Mmm," the artist said, "I think you've got something there, but let's move on to something equally important—that is, line. You can consider it from two angles; that which constitutes the outline and then the linear shapes

that covers it, they could not expect to mate up Joe Louis' top half with Pavlova's legs and make a success of it."

"Now who's straining after effect? And while we are on the subject of the difference between external overall lines and the subsidiary, inner ones, what do you think of the current handling of flush-sided bodies? This is very interesting because, with the open two-seater type of coachwork, like the salt-caked record car (or is it whitewash?), the slab becomes the main outline. In the example quoted it looks very beautiful indeed. With saloon coachwork, however, the slab becomes the dominant inner line and can look terrible with a roof above it when it looked splendid without. I've noticed that there are still one or two manufacturers who steadfastly refuse to go slab in one bold move. They're nibbling at it, though, and it looks as though it won't be long now."

SOMEWHERE

that fall within the outline. Look, take this car and the chromium strip that runs from nose to tail. The aesthetic ideal that the designer had in mind was a pure, unbroken sweep. But what happens when doors intrude and trifling errors creep in? After all, if you are going to emphasize a line by making a bright chromium affair of it, you must see that it is perfect, and it never is—quite."

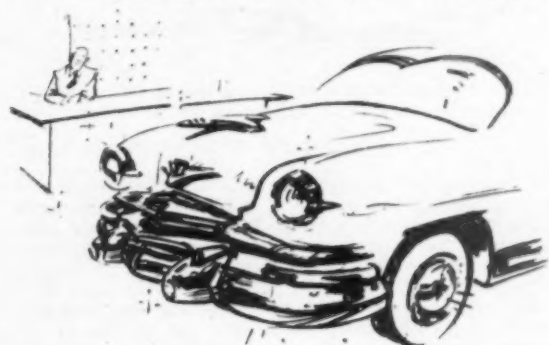
The writer's more down-to-earth point of view produced remarks to the effect that it was not intended to emphasize a line. "If only some manufacturers would realize that, however good a joint or however flashy the strip of plating

"Praise the Lord Nuffield," the writer said.

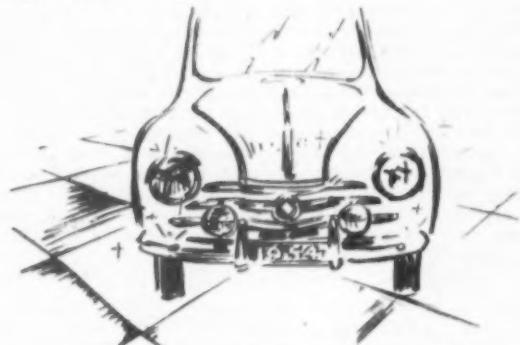
"Do I gather you are anti-flush sides?" the illustrator enquired.

"No, emphatically not, when it isn't crude. But it was in several cases a year or two ago. It is more fashionable now, and one's eye has become attuned to it. I think that, in time, you can train the public eye to accept anything provided it isn't outrageously poor taste. But one has come to appreciate a functional appearance of a new sort—aerodynamically functional, that is, as opposed to the more obviously utilitarian aspect of the pre-war cars. Besides,

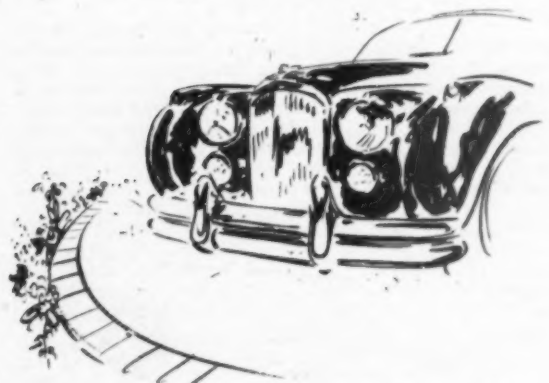
"... an elusive quality about every car that denotes to the discerning its country of origin."



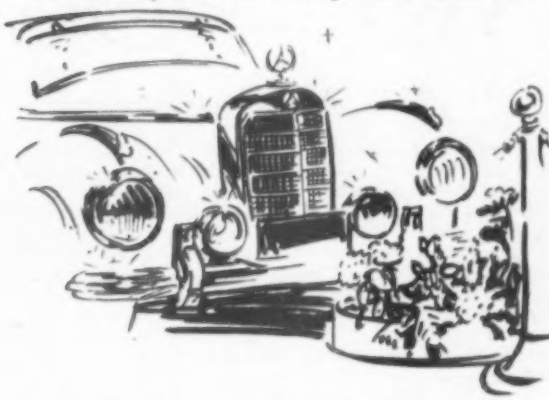
"—or so much chromium-plated swagger..."



"... excitedly at the sound of a gendarme's whistle..."



"... though designed for the dollar, how undeniably British..."



"Could anything more obviously hail from Germany..."

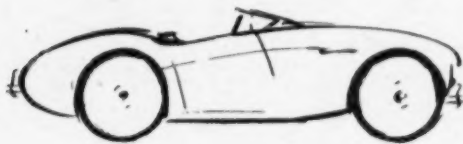
DRAWING THE LINE SOMEWHERE continued



"Praise the Lord Nuffield."

shapes are a great deal more subtle now and flush sides are relieved by small, functional details. A really big car cannot be amenable to the more crude flush-sided treatment; that is reserved for the smaller cars. The little stable-mate of the Le Mans index of performance winner is a fine example. It is plain sided in the truest sense, but it's a winner; the proportions are so dead right."

The illustrator agreed. "That is a small car, which somehow makes it easier. But have you noticed how hard it is to be big and beautiful? If it is big and American it can, to our eyes, tend towards vulgarity; if it is big and British it often seems clumsy. As an example of a large car which has overcome all the difficulties of large-car styling without resorting to extremes, I offer you this. . . ." With a purposeful look he strode over to Raymond Loewy's European-inspired low, red saloon. "This," he said, "is, I think, nearly perfect for its grace of line and almost correct application of detail. That Italianate recess treatment of the front wings is most successful. If it wasn't there it would look heavy and unadulterated; but look at it, it's beautiful. Ornament is a bit haphazardly placed, but is small enough not to worry one much. But let's move to the next stand where the results are by no means so successful. What do you think of this?" He pointed towards a vast, flat, pale green wheeled plateau which terminated in a vertically mounted "Continental" style spare wheel.



". . . the slab becomes the main outline."

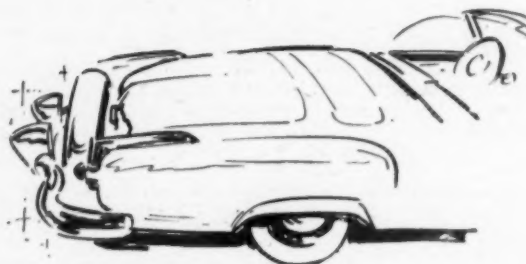
"I can only imagine that it's intended for landing and taking-off helicopters. And look at the heraldic, sampler style embroidery on the back rests of the seats. Really . . . what would the College of Heraldry say?" They left it sitting wide, low and unfamiliar if not, indeed, unhandsome, and joined the crowd that flocked round the Detroit-conceived car of the future.

"What were those things," the illustrator asked thoughtfully, "that rich eccentrics used to build in their grounds to amuse their guests? Weren't they called follies? This seems to strike a similar note, but I may be wrong. I suppose only time can tell."

"You never know," the writer said. "In some ways it has a great deal to recommend it. For a start, the all-round visibility must be unequalled by that of any closed car so

far produced. And I've heard that a dark-skinned man from beyond the Mediterranean has sent its creator an open cheque with which he hopes to acquire its likeness. He was unsuccessful, I gather, but it must prove something."

The artist thoughtfully turned over a new sheet of paper. "This size business is very interesting," he said, and started to draw. First he drew a large, luxurious saloon on a chassis of the correct length. Then he drew the same body lines on a short wheelbase chassis. "See what I mean?" he asked. "The big car is in proportion throughout. Doors, wings, and so on all match with the overall size of the car. But now look at this scaled-down thing; the lines are similar, but nothing is in proportion. Though it has a quite happy outline, as soon as you start looking harder you see that everything is too big. It is because the car's occupants cannot be scaled down, too, and adequate passenger space has still to be provided. One has to start from scratch on a small chassis and forget all one's preconceived ideas of big car styling. I think that this is where so many of our small-car manufacturers have slipped up since the war. They

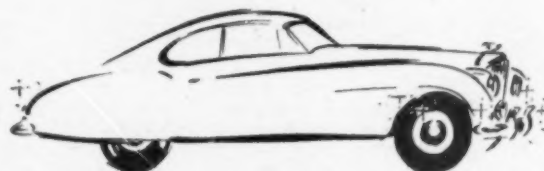


". . . intended for landing and taking-off helicopters."

make a partially scaled-down big one with components that are far too big.

"This year they seem to have done better and one or two are small cars in their own right. I am thinking particularly of the little newcomers from the Essex marshes. And, talking about small cars, what do you think of little 'austerity from France'? I can't help feeling that they've made a fetish out of functionalism, or even have been seeking ugliness for its own sake. If I knew anything about existentialism I'd put it down to that, or to the reaction of the French intellectuals to the excessive styling from the hand of that coachbuilder whose name I never can remember or spell. This really is going too far; it's much too blunt, too brutal. Where's all the Gallic charm?"

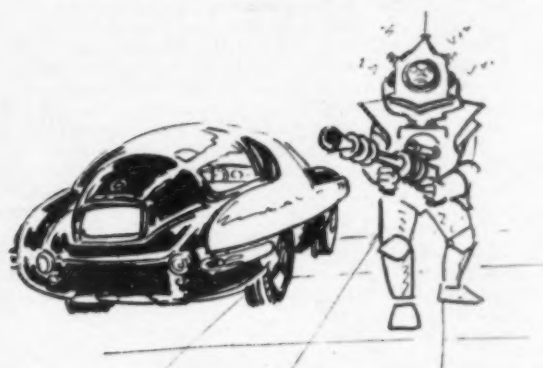
"That, I think, is where you artists are wrong. Apart from the fact that the car is positively bristling with really interesting technical features, the manufacturers have been interested only in the manufacturing processes and final performance; cheap and clever solutions have been found to expensive problems, and the result may well give a lead to our people in the direction in which they should go when



". . . as near a perfect combination of line and mass as you will find anywhere."

producing a people's car. They haven't tried—yet—to produce anything really unorthodox—different, that is, from the accepted standards of small-car construction. I think it's high time they did. The only trouble, I think, in this case, is that the selling price—even in France—is too high to justify the car's extreme individuality."

"That's as may be," the artist said, "but I think that the



"... annihilating the crowds with his atom-ray gun."

man-in-the-street type of visitor is going to look upon it as an elaborate leg-pull.

In the course of the argument that followed the subject of nationalism in cars came up. The performance of a French exhibit which sedately tilted forward, leaving its rear-mounted engine behind it, and, equally sedately, sat down on it again, brought the remark from the illustrator, "Now there's your French charm and gallantry."

"You remember," continued the illustrator, "Buffon's dictum, 'Style is the man himself'? That's true not only of individuals but also of groups of nations. Today, inevitably, there's a touch of the American about everybody's cars, if only because America is the most desirable export market in the world. Yet, despite this and the inducement to put the American buyer before the home one, there is always a certain elusive quality about every car that denotes the discerning its country of origin. Now that quality is extremely hard to pin down. Looked at broadly, I suppose



"... overcome all the difficulties of large car styling without resorting to extremes..."

it's a compound of the whole historical and psychological life of the nation concerned."

He pointed at a V radiator surmounted by a three-pointed star. "Could anything more obviously hail from Germany than that race-bred coupé? And what about that little French car we were just discussing? It looked as though it would bow even lower and more excitedly at the sound of a *gendarme's* whistle or the wave of his *baton*. And from where else but across the Atlantic could such massive bumpers come—or so much chromium-plated swagger? It looks as though it hadn't much doubt about which were the hard currency areas. And, though designed for the dollar, how undeniably British is the black beauty with its lavish interior floodlit and displayed through its open doors."

"That reminds me," the writer said, "of an American treatise on advertising I once read. One of the points it was at pains to put across was 'Don't sell the sausage—sell the sizzle.' I really think they apply this to their cars—and not only the Americans. As we said earlier on, cars look less and less like functional objects in which to travel, and more

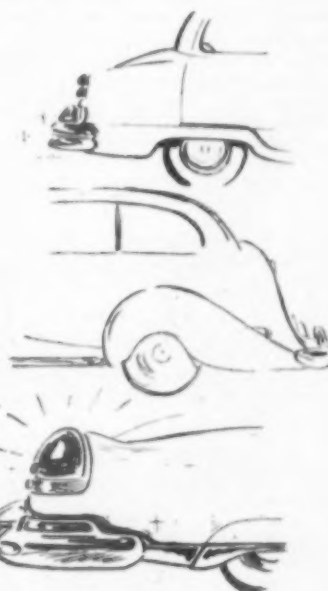
and more decorative. This applies more to American cars than the others and it seems that they take the fact that they will bowl along the Pennsylvania Turnpike as a *fait accompli*; what they sell is the fact they will create more of a stir in so doing than the products of other manufacturers."

The illustrator, who had been looking unhappy and mouthing, broke in here with, "An awful lot of people are still very interested in what's under the bonnet and, more particularly, what's inside the car. There doesn't seem to remain an awful lot of scope for development—within its existing dimensions—of the average family saloon. This, I think, explains why you see in this Show more utilities, station wagons, estate cars—call them what you like—than ever before. To me the danger lies in the possibility that this form of body will inherit the excessive styling of today's coachwork, and lose much of its utilitarian charm in the process. We don't want the crudeness of a log-cabin on wheels, nor, emphatically, do we want a wheeled Ritz. I do suggest, however, that it should be possible to provide many of the amenities of a caravan without the inherent snags of cluttering up the overcrowded roads that this device brings with it. The whole thing could easily be done within the dimensions of a reasonably sized utility."

Anti-nomad

"Preferring to live in my house or to travel in my car, but certainly not to try to combine the two," replied the writer, "I should like to go on record as being dead against any such idea. The only sensible thing in what you say is your objection to cluttering up the roads with caravans, but this is a purely personal opinion. However, it is time we left in order to record our verbal and visual impressions. Before we go, I think we should, in deference to my predecessor of revered memory, select what seems to us the Show's best looker—the carnival queen, as it were. That is, of course, if we can agree."

"Strange though it may seem, I think that in this case we shall. You will surely feel as I do that this" . . . he pointed at a long, low creation, unadorned with ornament and proudly bearing a winged B on the radiator cap that was not originally present . . . "is as near a perfect combination of line and mass as you will find anywhere. It is not surprising that one should need to go to the specialist coach-builder to find such perfection of style, or such a combination of conservatism and good taste. Though its name may imply associations across the Channel, no one can deny its essentially British quality."

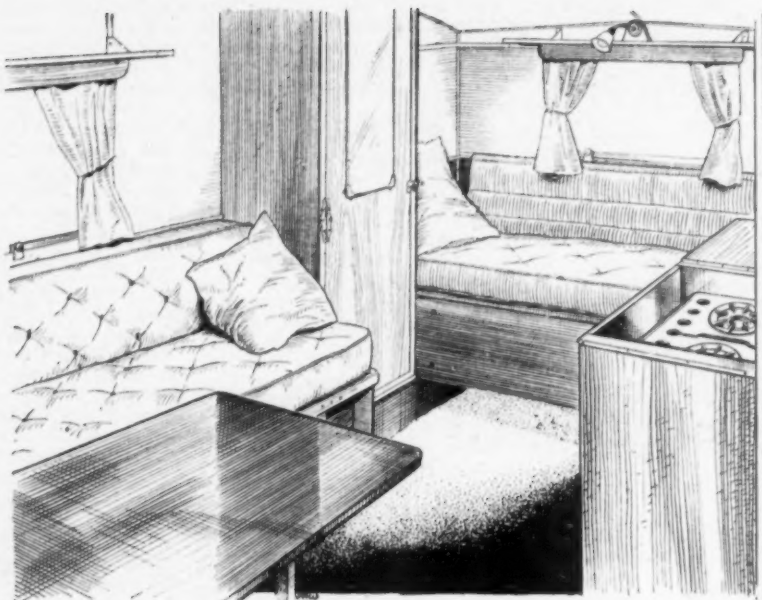


"... rhapsodize over their beauty without having the slightest idea of their purpose."

MOBILITY THE KEYNOTE : MANY NEW MEDIUM AND SMALL TYPES

By JOHN YOXALL

THERE are three approaches to caravanning: The first is by the dyed-in-the-wool motorist to whom the van is solely a means of extending his motoring range and time. The second is by the car owner who wants to have a van parked at some favourite spot by the sea or in the countryside to enable him to spend most week-ends there. The third is by the dyed-in-the-wool caravanner to whom the towing car is of secondary consideration provided it will keep going and will take his van to any of the little haunts he knows, or to club rallies. These three approaches are not, of course, absolutely rigid; there are keen motorists who take great



Although the new Eccles Coronet boasts a length of only 10ft all the essentials of a good caravan are there without undue crowding.

C A R A V A N C O

pride in their vans and caravanners with impeccable towing cars—the latter are quickly becoming more numerous.

At Earls Court this year there is ample selection for everybody—whatever the approach to the pastime. Particularly noticeable is a number of new highly mobile types suitable for cars in the medium-powered range. Even in the luxury classes a new interest in weight and size trimming is to be found.

Detail finish is much improved, some new and handsome outlines are to be seen and, generally speaking, prices are lower. This last tendency

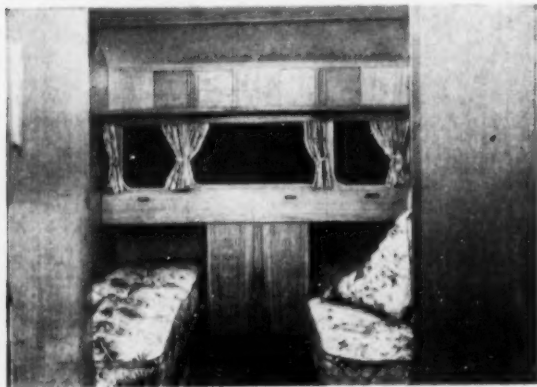
is sometimes expressed as extra furniture or equipment for the same overall price as last year—but there is no doubt that the buyer of a 1954 caravan is getting more for his money than did his counterpart a year ago. Apart from the full value which the buyer gets from the manufacturer, there is tremendous satisfaction to be had in the knowledge that there is practically no purchase tax on caravans.

Technical advances are not numerous and more attention should be paid by the manufacturers to details to satisfy the car owner. Too few vans have the fore and aft windows placed in such a manner that the driver can use his ordinary mirror to see behind, and weight distribution, generally speaking, is still subservient to furnishing.

The use of decorative plastic laminate for working tops is a distinct advance. Draining boards are still the source of many troubles. It seems incredible, but at Earls Court there are vans with no draining boards at all! A good feature is the fitting of true loose covers to the upholstery. This is becoming much more prevalent; the use of latex rubber mattresses, of course, ensures it.

The 22ft Colonial Mark V on the Carlight stand is fundamentally the same as last year. As the name implies, it is designed for use abroad and is both robust and elegant. The working tops in the kitchen are now of heat-resisting plastics, and phosphor-bronze spring draught preventers are fitted to the doors. This is the only van in the Show to be fitted with an air conditioner, which is said to be able to cope with temperatures up to 120°F. Two more detail improvements are worm and chain devices to give positive adjustment for the roof lights and the flock-sprayed water tanks to prevent condensation.

The other occupant of the Carlight stand is the new 17ft Continental, the prototype of which has been seen in Coronation colours at many of the rallies this year, including the international gathering at Copenhagen. This is a van which would give every satisfaction to the owner of a fairly heavy 2-litre car. Its weight is 22½ cwt.



The exceptionally neat end kitchen of the Paladin Mercury. The berth on the left is extended and that on the right folded.

As might be expected of anything coming from the drawing board of Mr. C. R. Dawtre, the new Coventry Knight 54 has considerable originality. The roof where it rounds down at both ends of the van is of peach-coloured plastic material. The obvious problem of condensation on this material has been met by drain holes for the water to run away. The exterior walls are of Venesta Permaply resin bonded to the framework, and the interior, which is of hardboard, is also attached in like manner. Permaply is a synthetic resin-impregnated laminate which should prove very suitable for standing long periods exposed to the weather. A feature which will not be to everyone's taste is the 23-carat gold leaf surround to some of the windows—it borders on the ostentatious. The prototype on show weighs in the region of 38 cwt, but it is hoped to reduce this figure a good deal.

Close by, but catering for a very different market, is the Alperson stand. Of special interest here is the Colt Special which Sam Alperson took to the International Rally at Copenhagen. The aim in designing this van was to produce a small light two-berth at a low price (£285), capable of fast and convenient touring. Vans where there is a storage place for everything are by

no means unknown but the problem becomes acute where the shell is only 10ft in length. In this Colt even the toilet tent is provided for. A panel in the starboard side is pushed out and the tent automatically hangs in place, requiring only pegging down at the base. A final refinement is the provision of an ice-box—a very pleasant thing when touring abroad. The chassis of this Colt Special is also novel, operating as two wishbones hinged on the centre line, each with a single coil spring.

It is good, at last, to see someone paying attention to chassis problems. With the exception of this Colt, the Bramber undercarriage and the Witter rubber-mounted tow-ball, practically nothing has been done to improve caravan chassis. Dollies have been introduced but they do not improve bad chassis; they only bludgeon out their defects.

The standard Colt price has been reduced from £182 10s to £179, and 5.00-14in wheels take the place of the old 4.00-20in type. The rest of the Alperson range—the Sprite, Sprite Major and Elizabethan—remain as last year except for small modifications to meet the convenience of the user. Detail finish is also improved.

If Winchester Caravans show a new

model it is bound to be news and the 12ft 6in two-berth Pipit is certainly so. It is, in effect, the 14ft Earls Court cut down by 18in and carefully lightened to bring the ex works weight down to 15 cwt. The cost is £725 or £820 with lantern roof. For anybody with a nice 1,200 to 1,500 c.c. car to put in front this would make up a very elegant combination of which to be justifiably proud. It is a typical Winchester with the characteristic bay window in the front. For another new model, Winchester have revived the name of Voyageur, a name they have not used since 1927. This is a 15ft 6in four-berth which sells for a thousand guineas. The weight with 4½in latex rubber mattresses is 21 cwt.

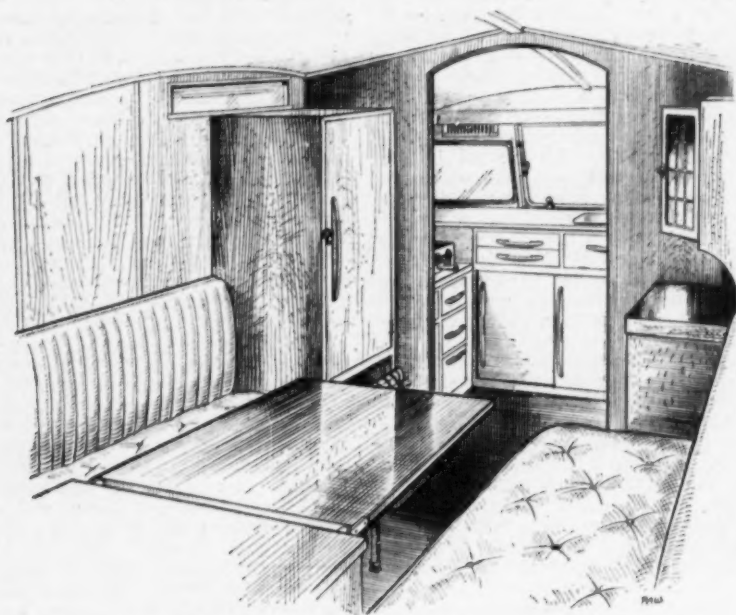
The only Scottish exhibitor, Thomsons, show a good range. It is often said that more of their vans would be seen in the south if it were not for the high delivery charges. When this is being considered the low actual prices must be taken into account, and also the good Scots work put into them. The little 9ft two-berth Carron, which weighs, ex works, only 9½ cwt, now has a cover to its sink and cooker, and at £175 is £10 cheaper than last year. The Carron is a proper caravan within the towing capabilities of really small cars. The popular Almond, now in its Mark V series, is still the same price at £298. Additions and refinements include full-width windows, back rests to the settees, Perspex roof lights, aluminium-covered roof, a vanity cabinet and a hotplate recess which

M F O R T S



Country cottage up to date. The Coventry Knight 54 open for inspection. Windows and curtains are in the Dutch style.

CARAVAN COMFORTS continued



To get a correct impression of the new 13ft 6in Car Cruiser Lynx, this sketch should be studied in conjunction with the photograph of the exterior opposite.

will now accommodate a Junior General cooker if wanted. With all these added advantages the gas cylinder is no longer part of the equipment. The Solway, essentially a static van, also has an aluminium roof and a full-size Main 177 household cooker with adjustable thermostat adapted for use with butane.

Ensors in the Elite 16ft four- (occasional five-) berth have produced an entirely new van. The weight, ex works, is said to be 19½ cwt and it is, therefore, a suitable van to tow with, say, an Austin A.70. It has the standard Ensor draughtproof windows which open inwards and another good feature is the provision of locks to all drawers. Locked drawers cannot come open while towing. For cooking, a Bottogas 50-BX hotplate is fitted. Ensors have not hitherto been renowned for big windows—that complaint is no longer justified. The Light-Four is a new van with an old name. It now has an end kitchen and a full-length bay window. All the mattresses have loose covers and the sink and draining board are built integrally and of vitreous enamelled steel.

The vans on show by Car Cruisers are all mobile. The Mayfair for 1954 has had its width reduced from 7ft 6in to 6ft 9in, but, with the exception of the addition of a fitted china cabinet, the Clubman Special remains the same. What takes one's eye on this stand is the new 13ft 6in Lynx—as pretty a van as has been seen for a long while. But good looks in this case are more than skin deep. The workmanship is excellent; the full-width

windows, both fore and aft, are carefully positioned to give a clear see-through for modern cars of the type likely to be used for towing. Weight is down to 15 cwt as delivered, including a fitted china cupboard and carpet. The price is £575 for the four-berth model and £625 for the luxury two-berth.

On the Willerby stand again it is a case of detail improvements and finish and lower prices for proved products. Of the two static vans the Home is now £449 10s instead of £499 10s, but the Junior Home, at £395, remains the same. The Standard 15ft four-berth at £285 is £14 10s cheaper and the very popular 12ft four-berth Junior II has dropped £15 to an even £250.

Paladin are showing a range of four vans which go up in 2ft stages from the new 12ft four-berth Mercury to the equally new 18ft Forsyte living van. All are of the modern styling with windows going right across the front of the van and

continuing in part of the sides. With its special horizontal panelled aluminium exterior the Mercury looks smart and modern and the interior layout is quite original. In the front is the usual dinette against which abuts the door on one side and the wardrobe on the other. An end kitchen centrally located allows a single bed to be placed on either side. During the day these berths become single-seat settees, leaving plenty of free room round the kitchen unit; there is, however, no provision for a draining board. The basic price of this van is £180, but with all the desirable extras it can be as much as £267—but still cheap. A weight of 16½ cwt is claimed for the Mercury.

Newcomer

Beverley Caravans are being shown at Earls Court for the first time, the range including the Sixteen Tourer, the 19ft Regal and the 22ft Cruiser. All have points about them without being spectacular. The Sixteen at £385 looks a sound job, very roomy, and has a minimum of folding gadgets to bother an owner. The two larger vans are of the same pleasant outside styling—the only adverse comment one might have is that the roofs appear rather flat and may possibly droop after prolonged use or "pant" while on tow. Two features in the Cruiser are pleasing—the capacious tallboy and a really deep and roomy sink.

Of quality there is plenty at Earls Court, but none better than that found on Freeman's stand. The new 19ft 6in four-berth Talisman, with which Mr. Freeman himself turns up at most club meets, is on show. It is a combination of craftsmanship and elegance, quite a joy to behold. In a van of this size there is ample room for everything without resorting to clever folding devices. Many people would think, of course, that 19ft 6in is bordering on the large side for touring. For them, if they are Freeman-quality minded, there is



The Thomson Almond Mark V has a convenient arrangement of racks, cupboards and working tops.

the 15ft 6in Clansman two-berth, which weighs complete 22 cwt as against 28½ cwt for the Talisman. The Freeman vans look good and are good; they are also heavy.

The keynote of mobility is best shown, perhaps, on the Cheltenham stand, where the Deer, Antelope, Bison and Eland are all available for inspection. The famous Gazelle has been left at home to avoid congestion on the stand. All the Chelthams are essentially good vans for the discerning motorist. They are elegant, light for their sizes and well built.

Stable Doors

All have wheel valances, and stable doors are standard. With the possible exception of the Eland, Cheltenham vans are designed to give the motorist a clear see-through with his inside mirror. The Deer interior toilet is now properly enclosed instead of using curtains and the Bison has been extended by 1in in order that the axle might be moved backward that amount. Glasses and crockery are now part of the standard equipment and the latex rubber mattresses in the Eland are now six inches deep instead of four inches; a gas fire is also fitted. The new prices for 1954 are Deer two-berth 12ft £328 (previously £335), Antelope 15ft four-berth £379 (£385), Bison 15ft 5in four-berth £485 (as before), and Eland 17ft 7in four-berth £795 (£825).

The Gadfly and the Wasp grace the Jubilee stand. These are considered suitable for both touring and living and both are four-berth vans. The Gadfly is 15ft 6in long and weighs just one ton and the Wasp is two feet longer and weighs 5 cwt more. There is, of course a distinct market for the owner who wants his van stationary for most of the year but suitable for touring during holiday periods. It is impossible to find perfection for both jobs in one van, but Jubilee's make a good attempt.

The new Glider Fleetwing 10ft is a big advance on the old model. It is now quite shapely and can be had as

The Car Cruiser Lynx, which has brought new styling lines to the caravan world.

either a two- or four-berth. As a two-berth it is possible to do quite well in 10ft, but, obviously, a four-berth is more difficult to accommodate. Northampton Caravans, who make the Glider Fleetwing, have got over the problem by having a centre kitchen, two superimposed-bunk beds at the rear and a pull-out settee and double bed opposite the door. A snag is that there is room only for a small table. The Glider Flyte five-berth 14ft 6in now has full-width windows. The fifth berth during the daytime forms the back rest of an end settee-double bed. For a van of the price (£370) it has a complete specification, including a sideboard and a glass-fronted cabinet.

A new Eccles is of special interest. Originally intended to be called the Echo, but renamed the Coronet, the new van is a 10ft three-berth. It is a typical Eccles in outline. As seen in the sketch on another page, it has a centre kitchen, a single-bed settee at the rear and a double-bed settee in the front on the starboard side. With the weight distribution as it is, and an ex works weight of 10½ cwt, the Coronet should be capable of comfortable and fast touring. The Coronet is the smallest of the five types made by Eccles. Next is the Coronation 12ft four-berth, introduced this year, then comes the Alert 14ft four-berth which is known throughout the caravan world. Another new model, the New Democrat, of 16ft 6in, is intended as either a touring or a living van, and the largest of all is the 18ft New Imperial, plainly intended for static use.



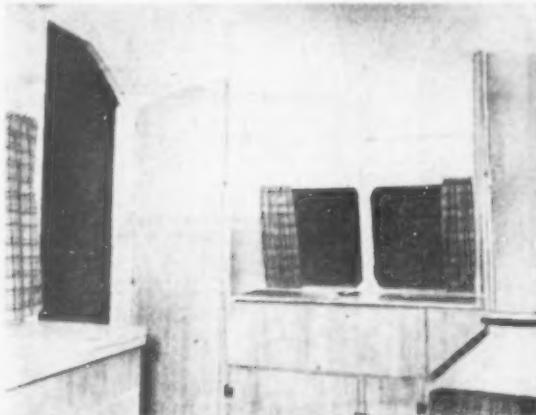
A surprise on the Raven stand is the discontinuance of the use of Jablo plywood in manufacture. Conventional hardboard and aluminium sheet are now used with oak-faced ply for furniture. Two vans are on view, the 12ft New Savoy and the 17ft New Arcadian. They are among the few vans at Earls Court to have wooden windows.

Burlinghams with their very-high-quality Windermere living van have exhibited for a number of years. This year, in addition to the Windermere, they have the new 15ft Kendal touring model which is priced at £895. It is on the heavy side with an unladen weight of 18 cwt, but the specification is comprehensive and the van is very handsome. As a difference from its bigger brother, plain glass windows without leaded lights are used and this improves its appearance.

Rollalongs are one of the few manufacturers not showing a touring model at Earls Court. They have on their stand the Meteor and the Hermes, which are both quality-built static vans of 22ft length and of the typical Roll-along rectangular form. If a motorist wants a caravan to park somewhere as a weekend retreat he would find either of these vans both convenient and elegant. The Meteor



The crockery and glass cupboards in the Alperson Colt Special. The cupboard above the two water containers houses the toilet tent.



An unusual feature in Car Trailers' new Zephyr is the wardrobe position at the front end with the hotplate and sink unit alongside and lit by a window.

CARAVAN COMFORTS continued

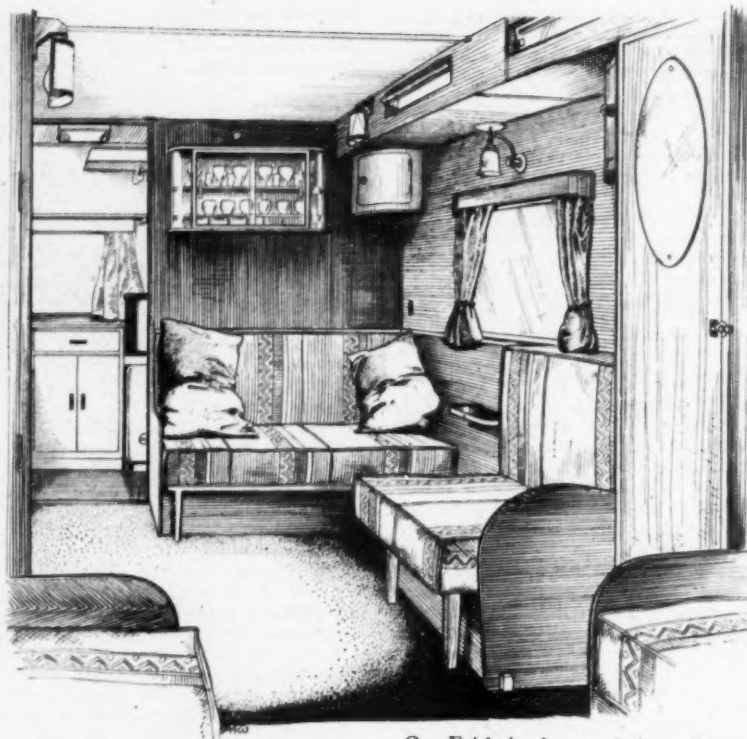
a four-berth and the Hermes a luxury two-berth.

Caravanners who attend rallies will require no introduction to the products of Siddall Caravans, because they are always to be seen in considerable numbers. At the Show they have two 15ft Rainbows and two 14ft Sundials, the two models which were introduced last year. They now have full-width windows in front, all opening, continuous grab bars instead of handles, and new scroll number plates.

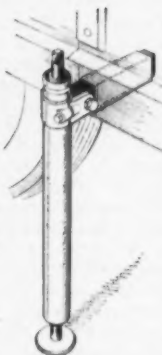
Tent Trailer

Last year Car Trailers reintroduced their County tent trailer and this is again on show. For anyone who wants to go places quickly and not be restricted as to the class of road on which he travels this tent trailer is the answer. In addition, however, they are displaying a new ultra-light van called the Zephyr. It is claimed that the ex works weight of this 10ft van, including gas cylinder, is only 8½ cwt. The beds can be made up as either two singles or as a double and a 4ft 6in for a child. End windows have been arranged at a suitable height to give a good see-through and the wheels have independent suspension. The outside appearance gives an impression of a lack of headroom anywhere but in the centre, but this is not so in fact. It is designed for towing by the smallest cars and, therefore, in addition to the careful reduction in all-up weight, the outside shape has been designed to give a minimum of wind resistance—a very important point. The price at £265 seems a trifle high but all Car Trailer vans are well made.

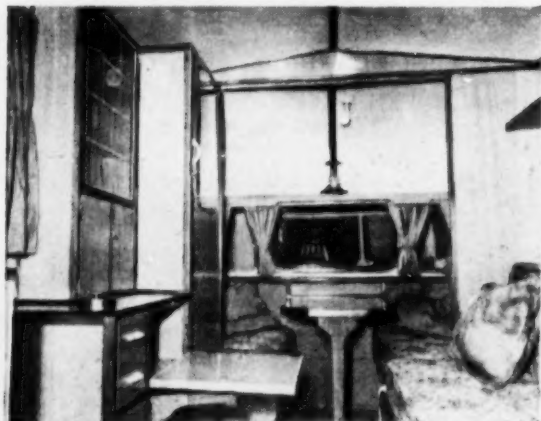
On Pascall's stand is the Pilot Panther, now developed to the Mark VI stage. This is a luxury static van.



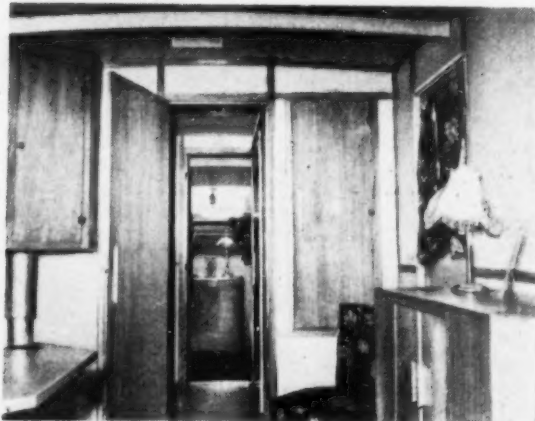
The elegant comfort of the Carlight Continental. Mattresses are of 6in latex rubber. In the kitchen can be seen the cooking stove with a gas-operated refrigerator below. For convenient tyre changing the Continental has Smith-Stevenson jacks fitted.



On Fairholme's stand is another newcomer to the mobile medium-weight class. This is the Leprechaun which, in the small compass of 12ft, has five berths and an inside toilet. The price is £335 but the material specification is high. Accommodation for the five berths is found by placing a double dinette at the rear opposite the door, and a pull-out double settee at the front end, with canvas bunk over. A feature is the fine large windows, and in this it follows its larger sister, the Silver Dawn. The third occupant of Fairholme's stand is the Gladiator, a residential model similar to the Silver Lounge of last year. Her Majesty the Queen Mother purchased a Silver Lounge.



Excellence of workmanship marks the whole Siddall range. This view shows the convenient folding coffee table in the four-berth Sundial.



The Willerby vans, both static and mobile, have always been easy on the pocket. This interior of the Home shows them to be cosily furnished.

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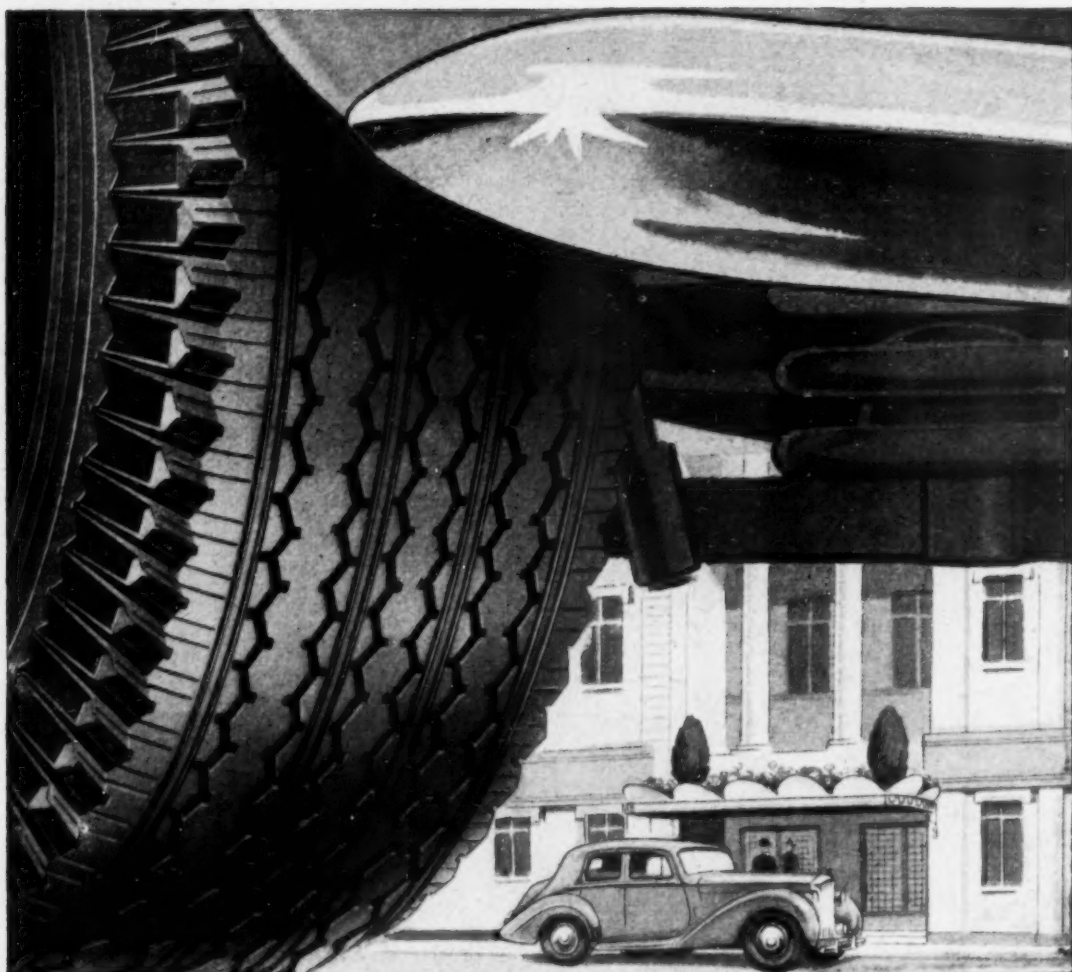
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NEXT FEW YEARS CRITICAL

...SAYS NEW PRESIDENT OF THE
SOCIETY OF MOTOR MANUFACTURERS
AND TRADERS AT THE ANNUAL
SHOW BANQUET

ON Tuesday of last week the Society of Motor Manufacturers and Traders held their annual banquet in London, which was as usual attended by the industry's leaders, Ministers of the Crown, Members of Parliament and high Government officials. Always this occasion is used for important speeches on the current state of the industry, and it provides an opportunity for the Society's president, on this occasion Mr. W. R. Black, to air industrial opinion and for the Minister of Transport to touch upon the Government's outlook.

This year little was said which could be described as of urgent significance, but the Rt. Hon. A. Lennox-Boyd, Minister of Transport, commented upon the current road accident figures, which showed a disturbing increase, and Mr. Black expressed the feeling of the industry over the great burden of taxation.

The president said that the emphasis of the Show was on its international character, for every major producing country in the world was represented. Some of the exhibits were of outstanding interest and would be carefully studied by the "back room boys" of the British industry. Despite the achievements of the industry during its first half-century, Mr. Black said that the next few years would be critical. The fight for world markets was now on and it was not going to be easy to increase Britain's share in them or even to hold the position. The Society was very conscious of the industry's importance in the national economy because of its position as the leading exporter, and an all-out effort was being made to produce better and cheaper cars, to expand existing markets and to find new ones.

Help Wanted

After a plea for the maintenance of quality and the attitude of pride in the job, Mr. Black turned to the industry's connection with Government departments, and said that positive Government assistance was now required. Apart from assistance needed to ensure that the industry got a fair opportunity in world markets, a better deal was also wanted for the British motorist. Direct and indirect taxation had reached monstrous proportions. When purchase tax on vehicles was introduced it was as a temporary measure. Mr. Black said, "It was always a bad tax and now should

Mr. W. R. Black addresses the distinguished gathering of the industry's leaders, Ministers of the Crown, Members of Parliament and Government officials at the S.M.M.T.'s annual banquet.



be decently interred." He added that the fuel tax was first imposed to create a fund to improve Britain's roads. What a different position would have existed today had even a reasonable portion of the enormous sums collected been so expended.

Still on the subject of roads, Mr. Black said that the Minister of Transport was quite rightly much concerned about roads and road safety, but when any question of definite action was considered the public was told that it could not afford to spend the money. Mr. Black said that Britain could not afford not to.

Minister's Reply

The Minister of Transport, Mr. Lennox-Boyd, referred to road accidents and said that the casualty figures for September showed an increase of 12 per cent on the figures for the same month last year—the biggest percentage increase for some time. It was his opinion that the main argument for road improvement was economic and not on the score of road safety. He admitted the value of speed in car performance, but he urged manufacturers to lay stress on safety rather than speed in their products by such means as providing more easily adjustable brakes and delivering cars from the factories with correctly aligned head lamps. On the same theme, he hoped that it would be possible to initiate a voluntary scheme of braking and head lamp examination for motorists.

The Minister reminded his audience that the Government was about to present new regulations concerning reversing lights, and the new Road Traffic Bill would be introduced as soon as possible. With regard to the speed limit for heavy vehicles he could not raise this from 20 m.p.h. until satisfactory conditions for working under the raised limit had been agreed with organized labour.

As on previous occasions, the Rt. Hon.

the Lord Brabazon of Tara, G.B.E., M.C., rounded off the speeches in his own amusing style. He mentioned that he had found the Show that morning resembling a crèche with a lot of infants fighting. He wondered why manufacturers should suppose that rich people were large and poor people small. He had found an emphasis on sports models, and quoted the technique once described to him by a mechanic for turning an old car into a sports car as gearing up the speedometer and knocking holes in the silencer. There was a lot of this going on, he said, a remark suitably received.

The outstanding impression left on the listeners to these speeches was that of vigour, and an awareness of the competition in the motor industry; but it was disappointing to hear the Minister of Transport, as Government spokesman, dodging the issue both of the acute need of road improvement to reduce the accident rate as well as to cut the enormous economic wastage, and that of the demand for reduced taxation on motor vehicles and their use. In regard to the latter he sheltered behind his absent colleague, the Financial Secretary to the Treasury.

Facts and Figures

NOW available is the 1953 edition of *The Motor Industry of Great Britain*. This is an invaluable work of reference, containing motor industry statistics in great detail. Non-members of the Society of Motor Manufacturers and Traders, Ltd., can obtain copies for two guineas each (post free in the United Kingdom) from the Statistical Department, 148, Piccadilly, London, W.1, and additional copies can be obtained by members, who are entitled to one free copy, for 30s, also post free in the U.K.



FEMININE CUSTOMER

A WOMAN'S VIEWPOINT OF THE LONDON SHOW

FOR the first time since the war the Show has had the bite of a really competitive market, and women have invaded it with that Amazon-like zest which they can always muster when they know it is the buyer's game. Men might gaze wistfully at such exotic creatures as the Spanish Pegaso, which holds a little masculine court of its own, its scarlet and black coachwork curving so gracefully towards a huge rear window that it looks more like the elemental product of a streaming wind than that of a factory. But women hurry past such exhibits, past the mosquito-like 500 c.c. racing cars and sleek German Porsches, to the sane and sensible cars of British family life.

Mounted above an illuminated star, the new Ford Prefect, with golden-washed tyres, attracts a press of people around the red leather leaning rail surrounding it, while others queue to bundle into the interiors of the Anglia, Popular and lilac-coloured Prefect nearby. Small and labour saving is probably the slogan of our time, and it is well demonstrated in the new Prefect and its cheaper confederate, the two-door Anglia. The driving seat is designed for comfort and good visibility, and one can operate both the centrally placed gear lever—which has a pleasantly light yet firm action—and the hand brake, on the left of the driver, without having to alter one's driving position at all. The hand brakes on many of the other cars at the Show, whether in the low priced or very expensive categories, extend at all sorts of odd angles; many are either too low for comfort, or too far in front of the driving seat. The Hillman Californian is an exception, in which I found the hand brake lever perfectly placed for use with the right hand.

One suspects that it is the woman customer who has persuaded manufacturers to expend so much imagination on the interior finish of their cars. A Standard Vanguard, with cream and red coachwork combined with tomato red uphol-

stery, is the most luxurious of those in the middle price group at the Show. One of the most tasteful interiors that I saw was that of the new Dyna Panhard 54, in which the seats, door panels and panel beneath the windscreen are covered in a matching pale beige nylon which is ribbed and has a silky sheen. It looked strong and hard-wearing. Certainly, light colours inside a car help to increase its apparent size. Women drivers are grateful, also, for such extras as lockable glove boxes, the useful tray that runs beneath the fascia of many of the Ford models, and the deep parcel shelf behind the rear seat of the Jowett Javelin. A toy that amused me in so utilitarian a model as the Fiat 500C Belvedere station wagon was a tiny light incorporated in the driving mirror.

Unpredictable

Women, though, sometimes have contradictory qualities. Although they themselves will fall in with almost any fashion in dress, they tend to resent such frivolity in the coachwork world. If a car alters its waistline or dares to have a dorsal fin, such as those on the competition Bristol, it invites the strongest feminine condemnation. In the smaller cars, too, most women do not like the conventional comforts of the larger saloons sacrificed to stark practicability. The bodywork, luggage compartments, winding windows, blocked-in door panels and well-upholstered seats in nearly every small British car have to try to look like something much grander and more expensive than they really are.

The British car that has accomplished the happiest compromise between interior comfort and lack of inches is the new Standard Eight. Standard's display at the Show has a variety of smart colour schemes. Just next to the

black Jaguar Mark VII, revolving with dignity on a white circular dais, the bright blue Standard Eight, with red and white checked seat covers, looks trim and dapper. There is an air of spaciousness inside it. The seats are not heavily upholstered; they have curving backs that give real support to the centre of the spine.

Unblocked door panels give added space, and the luggage is stowed behind the rear seats, without the usual sealed-off compartment of its own, which saves more weight and space. If required, one or both of the rear seats may be folded down into the floor to enlarge the size of the luggage compartment—ideal for a touring holiday. As there is no separate door to the luggage compartment, the rear bodywork is constructed from one steel pressing, which reduces the cost of manufacture. Like most of the other small economy cars manufactured in this country—except the cheapest-of-all Ford Popular—the Standard has independent front suspension. A large speedometer is a change from many of the modern diminutive ones; it is mounted on the steering column, and is shielded by a black plastic hood which eliminates reflections in the windscreen at night.

Les Etrangers

It is interesting to compare the different Continental *petites voitures*. As I am all for abandoning the fancy essentials in the really small car for the sake of lightness and space, I was particularly taken with the ugly duckling of the Show, the 2 c.v. Citroën, which faces impertinently the brilliant red Jensen 541. Inside the Citroën's strange little box-like body there is a surprising amount of leg room. The engine is only 375 c.c., and puts about 60 miles into the gallon; all four wheels are independently sprung, as the car has been built to cope competently with the roughest of French country roads. The seats, which I found much more comfortable than many heavily upholstered ones, are simple tubular steel frames, criss-crossed with rubber straps, covered by the lightest of padding. The doors are simple flat metal pressings, and the windows therefore fold outwards to open, and are secured in an open position by rubber slots outside the bodywork. The roof is just a weatherproof cover. As this model has front-wheel drive, there is no propeller-shaft to make a hump in the floor and increase the weight of the chassis. Although the German Volkswagen, with its neatly rounded bonnet and rear, looks an altogether smoother customer, I found that inside it was less comfortable than the 2 c.v. Citroën.

Because of the traditional Italian flair for design the 500 c.c. Fiat Belvedere manages to retain with its station wagon body a chicness that is missing from its heavier Anglo-Saxon cousins. The interiors of all the Fiat cars are dressed very simply. In marked contrast, the Rootes stand nearby had gone all out to court the feminine eye. Here the Minx Californian, with a gleam of Hollywood about its heavily chromi-umed radiator grille and bumper, is decked out in two-colour coachwork of apple and dark green. "Just the car for a girl," I heard many men remark, and certainly the coupé version looks very feminine and modish. A panoramic rear window and well-placed driving seat give it an all-round visibility that would be an asset to any woman who has to do her shopping in streets that are full of traffic. Beside it, the Hillman estate car looks sober but useful. The luggage capacity of this car, which has all the comforts of a family saloon, is enormous, as the rear seat folds down into the floor to double the luggage compartment if required. As it is a two-door model, the children may be packed into the back without the fear of mishap.

Many women still dislike the two-door cars. They are influenced by their memories of older cars, when it was necessary to perform something like an obstacle race in order to gain the back seat. Manufacturers today have given their two-door models a much kindlier disposition. The doors, such as on the Ford Popular and Hillman Californian, are deep and wide-opening, and the front seats are constructed to tilt easily and allow the rear-seat passengers to enter with graceful ease.

Luggage versus Seating

In some of the economy cars the rear seat passengers are unnecessarily cramped—"you need a tin-opener to get out of here," one man said as he fought his way out—because ample provision is made for luggage. But one cannot have luggage room and leg room, and it is sometimes difficult to decide which is the more important, particularly if you are not travelling in the rear seat. Presumably manufacturers assume that only two people and their luggage will use such a car for long journeys, and that four up and the luggage will be a comparative rarity. I hope so, at any rate. In some cars the backs of the seats are too soft. A very softly upholstered seat allows the spine to sag and tires one over a very long journey.

There is an exuberance about the Show that cannot be translated into odd snatches of description of the individual exhibits. Whenever I passed the Singer stand I saw an overworked attendant always polishing the flanks of the new SMX Roadster; everyone who passed it gave the plastic bodywork a sharp prod to see how it felt. There was the immense contrast between such cars as the Ford Popular—always with its full complement of passengers—and the Le Mans-winning Jaguar, crowned with a silver laurel wreath and looking splendidly weather-beaten. To be able to see at a glance a whole world of automobiles, when even the humblest of these is dressed up to kill, is exciting. Men stand and watch the stripped chassis of the Humber Super Snipe, its engine working in slow motion above a lighted mirror, while women are more interested in such full-dress exhibits as the Hooper Daimler Silver Flash. Several look at this with that special gleam in their eyes usually reserved for mink coats alone. The Show is a brightly coloured party that makes one forget the damp mists outside, the grey frowning river, and the trees that will soon have lost their leaves.

CATHERINE STOKES.



Disconnected Jottings

BY THE SCRIBE

Drawing by Barry Appleby

Night Life, Still Life

IT was, I am afraid, a rather worn Scribe who entered the ballroom at Grosvenor House for the annual Motor Ball. I had spent the day at the Show, and this year's Show is irresistibly one for walking round, because there is so much to see; but I would not miss the junketings in aid of BEN's Lynwood home for anything, for the atmosphere is relaxed and gay, presumably because the Show has been successfully launched. However, it takes very little of the gaiety before the captains and kings of industry are on the floor, and what they can do the columnist will. "We must," I said to Mrs. S., "leave a little before the end or we shall be home so very late." In fact, we left long after Sidney Lipton had played the national anthem. On a dry and deserted Great West Road a garage let me have four gallons of petrol at a corresponding hour (nearly) of the morning, and the pump attendant said that the strike was still on and that London was rapidly running dry. It seemed incredible that it should be so, or that it could last. But it did, and one began to get very anxious indeed as one continued to drive in the succeeding days on roads that grew emptier and emptier.

There seems to be the usual fear of straight speaking over this unofficial strike, presumably for fear of exacerbating labour relations. I do not share this inhibition and make three comments: It is curious how it coincided with the great public interest event of the Motor Show; it is easy, but not very brave, to hold a pistol to the public's head if the public has no comparable weapon; and if the trade unions do not kill the unofficial strike, the unofficial strike will ultimately kill the trade unions. As a very wise mentor used to say to me years ago: "Study history, my boy. Study history."

♦ ♦ ♦

Luggage

THE roof rack for luggage is an excellent device, the reappearance of which pleased me because it showed that the ordinary motorist was not prepared to sacrifice the ability to carry as much luggage as he wanted to the stylist's desire to preserve a "streamlined" look. But the attractively simple idea of dumping the bags on the roof and clipping a "spider" over them has its snags, as I found on a recent trip. A Swiss party had left a Citroën parked with its roof laden while they went down to a beach to bathe. When they returned the luggage had gone, stolen, obviously by a thief with a vehicle who merely unhooked the spider and threw the bags into his own

car. Simplicity itself, and the only remedy one can think of is to take the bags off the roof and lock them inside the car when all the occupants leave it. But it is, I am afraid, a cumbersome process.

♦ ♦ ♦

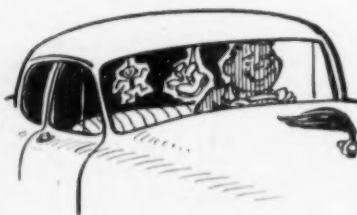
Doodlers

AMERICA has the dolly-dangle problem, too. I cannot resist quoting from the *New York World Telegram and Sun*.

Now that there's a state law against creepers (slow drivers), let's have one against creeps, Baby Shoes Division.

These are the addepatates who drive with baby shoes swinging inside their windshields, toy monkeys in their rear windows, and stickers all over their side windows announcing they've been to Groober's Grotto. Often they compound their goofiness by flying foxtails from their radiator caps. The baby shoes, suspended by their dear little laces from a hook above the windshield, are a common sight locally. There must be an awful lot of shoeless babies at home while papa is out confusing traffic on the road.

I haven't seen the baby shoes. I hope I shall not as a result of this paragraph.



Addlepatates.

♦ ♦ ♦

Solus

AT my local service station it is not often that I have to wait, but I have occasionally been held up by the type of motorist who feels that it is quite all right to occupy the pump area while he fiddles with the air line, gets out a spanner and makes a minor adjustment, and then wanders in to the showroom to make a careful selection of a yellow fog mask for the winter. I wonder what happens on the solus site that reckons to give the motorist everything according to standard one of the training school? If I remember rightly, that would be petrol, an oil check, a water check, a screen clean (with detergent) and a tyre check and topping-up if necessary. Let us not forget, also, the felt pad that goes over the filler orifice. A service station proprietor suggests that the full measure of this sort of thing would reduce stations to the level of doctors' waiting-rooms under the National Health Service—where those really in urgent need have

to queue up behind the lame and the lazy. I think he is right.

Personally I have never wanted anyone to do anything on my car without payment, and the loathsome tipping system is no substitute for the set fee. Moreover, I would feel lazy if oil, water, tyres and screen were not my permanent care instead of that of the service station.

♦ ♦ ♦

Not Here?

"IT can't happen here, eh?" (The café orator had recently fallen foul of the police.) "Can't it? You just think about it. It's a far cry from Lancashire's courtesy cops—one or two police, normally dressed, touring gently round admonishing unwise road users—to the gang of motor cyclists and the loaded cars gonging, chasing, loud hailing and trailing you every time you go out on the highway. Jackboots in Germany; gaiters, gauntlets and helmets for Britain. What's the difference? It's *The Road to Serfdom* over again. Mark my words."

We laughed, of course, and two days later I went to Oxford. Alongside A40 stand the notices reading "Plain Clothes Police Are Operating on This Road." I will not swear that a cold shiver did not run down my spine.

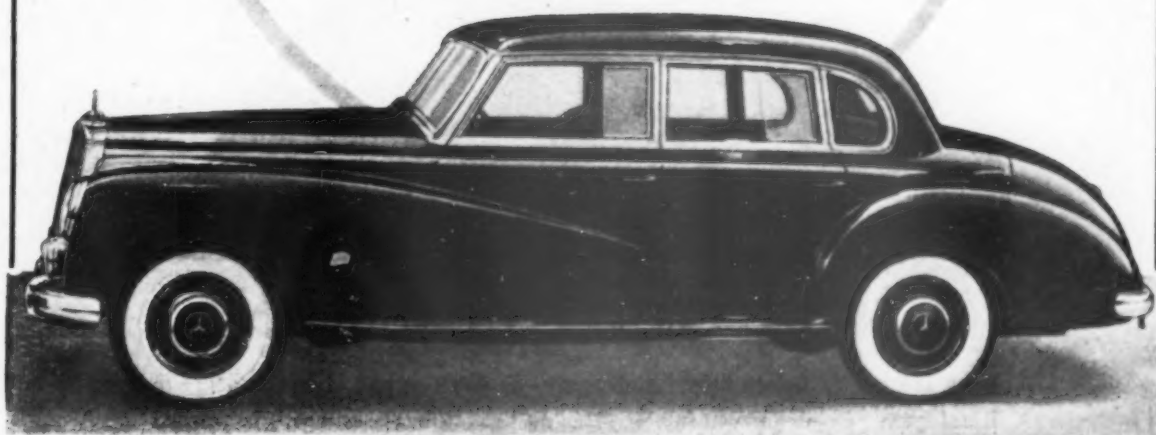
♦ ♦ ♦

Avoiding Routes

THERE are various schools of thought on the subject of avoiding routes. Some motorists swear by a tortuous alternative which, they claim, causes them to arrive home long before the local train, and longer still before those unwise fellow-motorists who have taken the main road. The main-road addicts retort that such results are obtained only by driving like demons whereas they drift gently home with the mob and get there always at the same moment; backstreet methods, they aver, will give a good result on one occasion, and a half-hour to the bad on another.

There is something to be said for both points of view. The main road is designed for the traffic (well, you know what I mean), and therefore is organized as well as possible to get traffic from A to B efficiently, with judiciously placed traffic lights, signs, and a minimum of speed limit. The minor roads are to be taken as you find them. I lean towards the avoiding routes for one reason. The cut and thrust of main-road regular traffic is exhausting and frustrating by turn, whereas on the minor road there is a certain peace and leisureliness that make for composure. Wouldn't it be nice if there was just one main road near a big city that permitted completely non-frustrating driving?

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MISS HILCOT needs help

Betty Hilcot, 28, brown haired and pretty—as you can see. Lives in a flat in Kensington. Owns an A40 saloon. Has no heating in her garage. Is worried about the radiator freezing up now the cold weather is coming.

What advice should be given? To use Anti-Freeze naturally. But which Anti-Freeze? The best is Snowflake, the new brand marketed by Shell-Mex and B.P. Ltd. It's *guaranteed* to protect your car down to 35° of frost.

SNOWFLAKE anti-freeze

The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign...



This beautiful old timbered house, in Chester's Bridge Street, has watched many different types of road transport come and go.



CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON S.E.1

ECONOMY CARS

Is Britain So Conservative?

[65224.]—The current proposals of British manufacturers for the provision of economical motoring for the impecunious are ably summed up in the leading article "Small World" in *The Autocar* of October 2, your general conclusion being that very good value for money is being offered, though the possibility of greater cheapness through greater austerity is not overlooked.

In this connection may I draw your attention to a paragraph which appeared in the *Manchester Guardian* of the same date as your issue? This mentions the disappointment felt by many motorists at the tendency among British manufacturers to save money on accessories and equipment (e.g., one windscreen wiper, no heater or reversing light, and so on), rather than by improvements in basic design, there being so far no sign of the appearance of a British air-cooled engine car, front-wheel drive, or rear-engined chassis, such as are being used successfully on the Continent. Consequently, the efforts of British makers in the direction of producing a real economy car seem to many to be remarkably unoriginal.

British manufacturers could no doubt reply that the British public is very conservative and that previous experience has not greatly favoured unorthodox cheap cars.

But, in these expensive days, it seems not unlikely that there might be a future in this country for a modern version of the Rover air-cooled twin or other unconventional design that could be sold at a figure within reach of a slender purse, and the views of your readers regarding this would be of great interest.

Croydon, Surrey.

A. J. READ.

HAND SIGNALS

An Instructor's Advice of Thirty Years Ago

[65225.]—At the risk of tedium may I, too, refer to your excellent article "Stop the Wagging" (September 25) which, in all conscience, has already produced enough pen-wagging? In a congratulatory way, of course, I should like to make two comments.

We must give it to the majority of car manufacturers today that their products can be operated, and the necessary information and warning imparted to other road users, without taking any manual exercise outside the driver's cab. Secondly, I recollect a driving instructor's words of almost thirty years ago when he said "A look in your driving mirror is worth six hand signals." That driving instructor had, as long ago as that, already established a fundamental truth regarding fast traffic, be it on the road or in the air.

"Or in the air" is I think relevant, because I met it again as an amateur aviator operating from a busy airport where, particularly whilst taxi-ing and immediately after take-off, a look in the "driving" (rear vision) mirror was invariably essential for longevity of life—a hand signal was not only useless but impossible.

T. A. K. HOWE, LT.-COL.

Supreme Headquarters,
Allied Powers Europe.

Paris.

Another Type of Offender

[65226.]—I have read with much interest the various recent letters concerning "hand-wagging." As a driver who has been constantly on the roads since 1913 I feel that there are two main causes of this trouble:—

- (1) The Highway Code which has been badly written and is frequently ambiguous.
- (2) Since the driving test has been in operation learners have either been "crammed" to pass or badly taught and

CORRESPONDENCE

continued

then left stranded from the day of the test with little or no experience of varying conditions; thus they acquire bad habits.

I think most definitely that learners should go solo for at least a week before taking the test, and preferably without L plates, which give them an inferiority complex.

One infuriating habit used by novices and by bus and lorry drivers is to flap the hand up and down vertically when they are drawing up at a kerb or turning left so that the following vehicle slows down behind—sometimes so closely that it cannot draw out to pass. The signal for this is the beckoning-on one. A lot of this trouble is caused by the fact that about 60 per cent of drivers today have not sufficient confidence to take their eyes off the road to look in their mirrors.

Weybridge, Surrey.

H. C. NEWTON, A.F.R.Ae.S.

... And Another

[65227].—Your correspondent Mr. N. Kirkham [65197] says, "Quite certainly one's foot on the brake and the stop light glowing red means 'I am stopping.'"

Has he never needed to use his foot brake for slowing down, I wonder?

I think another unnecessary signal is the routine use of the right-side indicator to indicate the driver's intention of overtaking a car in front of him, particularly on a wide road. The signal means "I am turning to the right," not "I am drawing out a bit to overtake this whacking great bus in front of me."

Sandwich, Kent.

F. K. MATHESON.

A Further Supporter

[65228].—As a very old reader of *The Autocar*, for more than 30 years, I would like to congratulate you very much indeed on the excellent leading article, "Stop the Wagging," in the issue of September 25.

I certainly hope that you will, in fact, be able to stop the wagging and I trust you will use every possible endeavour to press the points you make so that the new Highway Code can be of some real assistance to motorists.

Chester-le-Street, Co. Durham.

D. A. GEE.

SMALL CARS

The Garage is the Criterion

[65229].—For the guidance of your readers who have only very limited garage space and are therefore running a pre-war Austin Seven (either large or small type) my recent regretful experience may be of interest.

When details of the post-war Austin Sevens were announced I immediately placed an order for one as it was noted that, when compared with the Big Seven, it was only a few inches longer and 1½ in wider (overall dimensions), and this slight increase, I thought, could be accommodated.

Last week, however, I was informed that my new Seven would be available within seven to ten days and, since we had not had the opportunity of having a good look at one before, the agents kindly offered to send one along, as I was on the sick list. The car was duly run into the garage as a practical test of the size and it was then we found that, in order to open the doors to get in or out, our garage must be about twelve inches wider to obtain the same ease as with our Big Seven. It was with deep regret that I had to cancel the order, and this after waiting for over two years.

The stupid present-day body shaping was found to be responsible for this need of wider garage space, so my advice is try one first, as the comparison of overall dimensions can be very misleading.

Grays, Essex.

P. A. ROWLAND.

"CONFUSION BY NIGHT"

Illuminations Give Pleasure

[65230].—Your leading article, "Confusion by Day—Confusion by Night," *The Autocar*, September 11, showed a lack of proportion which is not usual for your journal. To compare the reading of road signs with the reading of a newspaper while driving is surely quite ridiculous, while to suggest that informative lettering is unnecessary borders on the irresponsible. I shudder to think what the road accident figures would be if there were no directional identification signs.

With your objection to the new flashing orange beacons, however, I am inclined to agree, although you again lose all sense of proportion when you compare a brightly illuminated town at night with the darkness of a railway line. Would you black-

out all our towns so that the comparatively few motorists who are about at night could go faster and take even less care than they have to now? Furthermore there is not the slightest evidence, so far as I know, that the "myriad illuminations" which you criticize are the direct cause of accidents. I suspect that far more accidents at night could be attributed to carelessness encouraged by a drink or two than by the illuminations which give pleasure to many and remove the drabness from our towns.

BERNARD MOSS.

London, S.W.11.

[The reading of anything takes the eyes off the road and thereby lessens safety. Extraneous lighting confuses traffic lights and thereby lessens safety. Our aim is to increase safety.—Ed.]

MELEE

The Accident Rate and High Water

[65231].—Surely Mr. A. Harvie [65167] is mistaken in concluding that the standard of driving is better on the Continent than here. He writes of "crispness" and "decision." I would substitute "rashness and collision."

What, for instance, does he think of the free-for-all round the Arc de Triomphe, where anything coming from the right has priority, and every Parisian has two right hands?

Mr. J. L. Blonstein [65168], in attempting to provide a formula for the possible increase in collisions with increase in traffic, says three cars can collide in three ways, presumably AB, AC and BC, expressed by $(n^2 - n)/2$, n being the number of cars on the road.

But A and B, besides having a simple collision, could also collide through a stupid move by C, this incident being expressed as AB(C). This, with AC(B) and BC(A), gives a total of six types of collision by three cars. Add a grand pile-up, ABC, and you have seven possibilities: $(n^2 - n) + 1$.

Add a fourth car, D, and there are 23 possible accidents, for which you will require a new formula.

This emerges as:

$$\left[\frac{(n^2 - n) + 1}{Q} \right] B + X$$

where X is the square on the driver's hypotenuse and Q is high tide at London Bridge.

I have made no allowance for the wind.

Oldham, Lancashire.

S. H. LEES.

WELL

And Where Are They Playing on Saturday?

[65232].—My wife, who is a keen motorist, has just answered the door to a well-dressed, well-spoken young man, and the following conversation took place.

"Good afternoon. I am conducting market research for the Motor Company. Do you run a car?"

"Yes."

"May I ask the make?"

"Yes—a Bristol."

(Short pause.)

"A—a—?"

"A Bristol."

"Oh, yes. Would that be a Bristol Rover?"

There are, of course, many possible replies to this, but, seriously, one would think these market research people would have some idea of what they are talking about.

Kingston-on-Thames, Surrey.

N. GREENFIELD.

PARKING

What Happens Next?

[65233].—Does anyone know why the police, without any previous warning, take the numbers of cars parked during business hours in quiet backwaters, have their owners convicted for "causing an obstruction to traffic," and then lose all further interest in those side streets? The curious fact emerges that some of those who had parked their cars in the street at the particular hour get a fine of £1, while many of those having business in the offices nearby remain in blissful ignorance of their financial danger. And, of course, the quiet backwater remains a parking street as before.

There is, however, another more serious aspect of the matter. If the police had enough surplus staff to pursue such a course in earnest, they would succeed in driving all those cars into the main streets to search for alternative parking spaces which, as everybody knows, are non-existent. The traffic situation in London would soon become a still more hopeless tangle.

London, W.11.

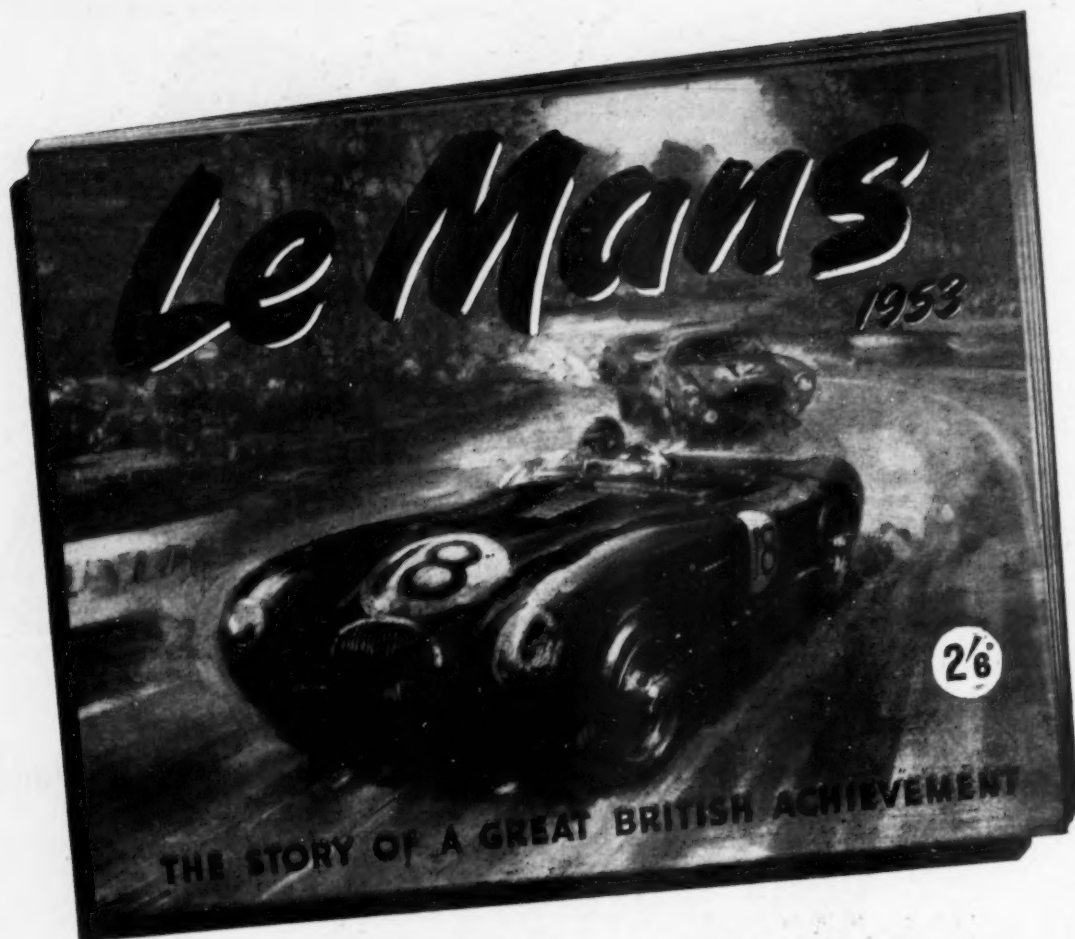
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CORRESPONDENCE

continued

INDICATORS

The Best of Both Worlds

[65234].—I wholeheartedly agree with Major R. S. Schreiber's opinion [65165] that a semaphore-type indicator, arranged to rise and fall repeatedly until switched off, would be the most easily noticeable under all driving conditions.

I should like to mention that such indicators do in fact exist, and are in extensive use on heavy trucks, p.s.v.s, and lighter commercial vehicles in Germany. Having driven quite extensively over there a year or so ago, I can say from experience that they form a most satisfactory warning instrument.

Esher, Surrey.

CEDRIC F. JEFFERY.

TUNING

Extracting Performance from Popular Cars

[65235].—After reading with interest and envy of the performance of Mr. R. Oakes' Morris Oxford during the M.G. Car Club's event at Silverstone (*The Autocar*, July 10) I wonder if we could persuade Mr. Oakes to describe, for the benefit of myself and probably of many other owners of these sadly under-powered British cars, just what he did to his car to give it a useful performance? I, for one, would be most grateful.

May I suggest that a series of articles on the methodical tuning and modification for enhanced performance of each of today's popular cars, make by make, would be immensely popular and valuable to your readers? I recall an excellent pre-war article of this kind by Mr. V. H. Tuson, dealing with the small Fiat of that time, but similar articles dealing with British cars would be of much wider interest and usefulness.

In this connection, I regret the disappearance from your pages since the war of that most interesting pre-war feature in which readers gave their experiences with various makes of car, in response to other readers' requests; this used to be the first page I read in each issue.

My congratulations on your maintained high standard; after more than thirty years of continued readership, *The Autocar* remains the one journal that I cannot do without.

Adelaide, South Australia.

ST. G. CANNING.

How to Eat One's Cake and Have It

[65236].—I find Mr. F. N. Megahy's letter [65187] interesting but slightly incredible reading. As far as I can see, the tuning that has been carried out to his Sunbeam-Talbot 90 seems to have resulted in nothing but improvement in every way—not only in acceleration figures, which was obviously to be expected, but also in the smooth running of the engine and, most incredibly, an amazing increase in m.p.g.

Although by no means an expert in such matters, I believe I am correct in saying that usually tuning a car is bound to result in loss of fuel economy. I have always noticed that the enthusiasts in "hot-rods" invariably hedge on the subject of m.p.g., and devote a quite disproportionate amount of time to telling one that "the urge is fantastic" or that "she does 80 m.p.h. in third with ease." I should say that I do not for one moment dispute Mr. Megahy's figures or even his ability to take them; I merely feel that there must be some drawback. Otherwise one wonders why the makers do not carry out the modifications themselves, for at the moment Mr. Megahy seems to have been able to eat his cake with no immediate reason why he shouldn't have it as well.

Milltimber, Aberdeen.

DAVID G. COBB.

THE ROAD FUND

An End to Its Misappropriation!

[65237].—I have recently written to the Member of Parliament for this constituency in an endeavour to voice my disapproval of the misappropriation of the Road Fund.

The Fund was first instigated to finance the intended rebuilding of the road network of Great Britain, thus lessening the considerable unemployment of that period. Our present Prime Minister, then Chancellor of the Exchequer, saw therein a method of balancing his budget, and since then the British motorist has paid steadily more into the Chancellor's coffers.

Because the roads of this country are unable to take the flow of modern traffic, accidents are caused and, in an endeavour to decrease them, further restrictions upon motorists are suggested.

This is surely an outrageous insult to us all? After paying for something that we did not get we are to be further penalized to make up the omission.

The recent suggestion in certain publications that roads be financed by an issue of bonds, and tolls be charged, is surely the attitude of defeatism. If all your readers were to drop a line to their Member of Parliament on this matter it would at least show some fight, and perhaps, dare we say it, it might be to our benefit.

London, N.11.

D. E. BERRY.

GEAR LEVER POSITION

In Favour of the Steering Column Location

[65238].—I do not wish to argue with Mr. H. E. Fairbanks [65206], especially after seeing the letters after his name! But I entirely disagree with his suggestion in favour of the old central gear change. Is there not much more leg room if the control is placed on the steering column? And many modern cars are manufactured with bench-type front seats, enabling three persons to be seated abreast. I know quite a few people who have this type of gear change and are in favour of it. I suggest retaining the steering column type or following the example of the Rolls-Royce and Bentley—and now the Riley Pathfinder—and placing it on the right of the driver.

Abingdon, Berkshire.

J. D. READETT-BAYLEY.

SECOND-HAND PRICES

The Dealer is Not to Blame

[65239].—Mr. E. J. H. Wright [65191] has joined in the time-honoured sport of blaming the motor agent for "the excessively high prices of second-hand cars."

Surely it must be plain that the final arbiter of price is the public? If Mr. Wright had the time to spend a week at a reputable dealer's, to study the prices asked, either in part-exchange or for a cash sale, he would soon realize that it is not the dealer who inflates used car prices.

The reasons for this are simple. The prospective customer has probably paid a high price for his vehicle in the first place, not necessarily to a dealer but privately, under the delusion that to buy privately saves money, or probably, unless he obtains an inflated price in part exchange, he just cannot afford the new car!

I personally, and many other motor traders, would welcome a general lowering of prices as a means of offering the public a bigger range of vehicles for the same capital outlay.

London, N.13.

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NEWS and VIEWS

Scottish Show

ON Friday, November 13, the 39th Scottish Motor Exhibition, organized by the Scottish Motor Trade Association, will be opened by the Earl of Rosebery. It is now known that thirty-two makes of cars will be displayed and that foreign marques will be included for the first time since the war.

At the S.M.T.A. banquet on November 16 the principal guest will be Sir Miles Thomas, chairman of the British Overseas Airways Corporation, who is an ex-president of the Society of Motor Manufacturers and Traders. As 1953 is the jubilee of the S.M.T.A. a special exhibition will be staged in Glasgow's Art Gallery, which will include examples of cars manufactured in Scotland, with other early vehicles. The exhibition itself will be held in the Kelvin Hall.

Car manufacturers whose products will be displayed include: Alvis, Armstrong Siddeley, Aston Martin, Austin, Bentley, Bristol, Chevrolet, Citroën, Daimler, Ford, Hillman, Humber, Jaguar, Jensen, Jowett, Lanchester, M.G., Mercedes-Benz, Oldsmobile, Peugeot, Renault, Rover, Rolls-Royce, Riley, Singer, Standard, Sunbeam-Talbot, Triumph, Volkswagen, Vauxhall, Wolseley, and Willys-Overland. Commercial vehicles will also be exhibited.

Cost of the Cops

IN reply to a question in the House of Commons, Sir David Maxwell Fyfe, the Home Secretary, said that in the year 1952-53 £612,891 2s 9d was spent on the purchase, running and maintenance of motor vehicles used by the Metropolitan police. But this amount did not include the cost of wages of maintenance staff or of providing garages and workshops.

In reply to another question, on road noise, he said that the silencing of pneumatic road drills presented practical difficulties and he could hold out no hope of legislation ensuring that they were fitted with silencers when used in built-up areas.

Road Tests, 1953

FOR many years potential car buyers have studied *The Autocar* Road Tests before making their choice. When it was decided, in 1951, to reprint the Road Tests of that year in book form the immediate success of the result was phenomenal; the volume dealing with 1952 cars is now unobtainable.

The latest version is now available and it contains Road Test details of 30 British, Continental and American cars which passed through the hands of *The Autocar* during 1953.

In previous years, the preface to this publication has dealt with the technique and procedure of *The Autocar* Road Tests. This year the introductory article explains

When London fuel tanker drivers recently went on strike and seriously threatened petrol and fuel oil supplies for a large area round the Metropolis, the Services were called in. Here are some of them at work, and thousands of motorists who managed to keep moving owed them a debt of gratitude for their efficient help.



the significance of the data panel figures. It gives a wealth of useful information on the points to be considered when contemplating the purchase of a new car. Such things as power output, flexibility, weight, brakes and steering are fully discussed and the reader is guided by the hand of experience in applying the relevant figures and facts to his own particular requirements.

The Autocar Road Tests, 1953, is published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. The price is 5s, or 5s 4d including postage.

Borg-Warner for Hudson

ARRANGEMENTS have now been completed with the Borg-Warner Corporation which enable the Hudson company to supply automatic transmissions for their 1954 cars.

Volkswagen Advance

MAINLY because the Volkswagen sells at about £500, some £100 cheaper than the lowest priced British cars, sales of the German car are steadily increasing in the Gold Coast.

GUIDING THE L DRIVER

LEARNING to drive is a tricky business, because the learner has such a diversity of advisers. Everyone with—or sometimes without—an experience of driving wants to give the novice a kind of lucky dip of hints. The result is confusion.

The Autocar Guide for the L Driver, which has recently been revised and now appears in its sixth edition, clarifies the basic principles of good driving for the novice. It breaks down into detailed explanations such everyday manoeuvres as overtaking, driving in heavy traffic, reversing and night driving. The book adheres closely, of course, to the Highway Code; but it amplifies the Code and shows why its requirements are important on the road.

The whole subject of road safety is brought to life within a short chapter. Courtesy and consideration read from its pages not like worn-out slogans, but with

all the forcefulness of true common sense.

The driving test is dealt with very fully. There is a report on the test by a candidate who recently took it, and an instructor sums up the faults that cause so many candidates to fail each year.

The book sets out to give the L driver an intelligent approach to driving a car under any conditions, once the elementary knowledge of handling the car's controls is acquired. All the small, awkward points, such as starting on a hill, reversing around a bend, and turning round in a road, that can cause so much bother to start with, are illuminated by practical advice. The fact that it covers so much ground with such economy in words makes it an enjoyable book from which to learn.

The Autocar Guide for the L Driver is published by *The Autocar* by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, at 1s (or by post 1s 2d).

Show Record?

AS *The Autocar* went to press it was clear that attendance at this year's Show is quite likely to prove a record. The attendance figures up to Monday, October 26, are as follows, with the figures for last year and 1948, the previous record year, for comparison:—

	1953	1952	1948
Wednesday	27,539	25,560	17,463
Thursday	46,783	39,585	49,436
Friday	44,777	35,404	44,921
Saturday	95,688	78,859	96,940
Monday	63,900	44,071	66,735
	278,687	221,077	275,493



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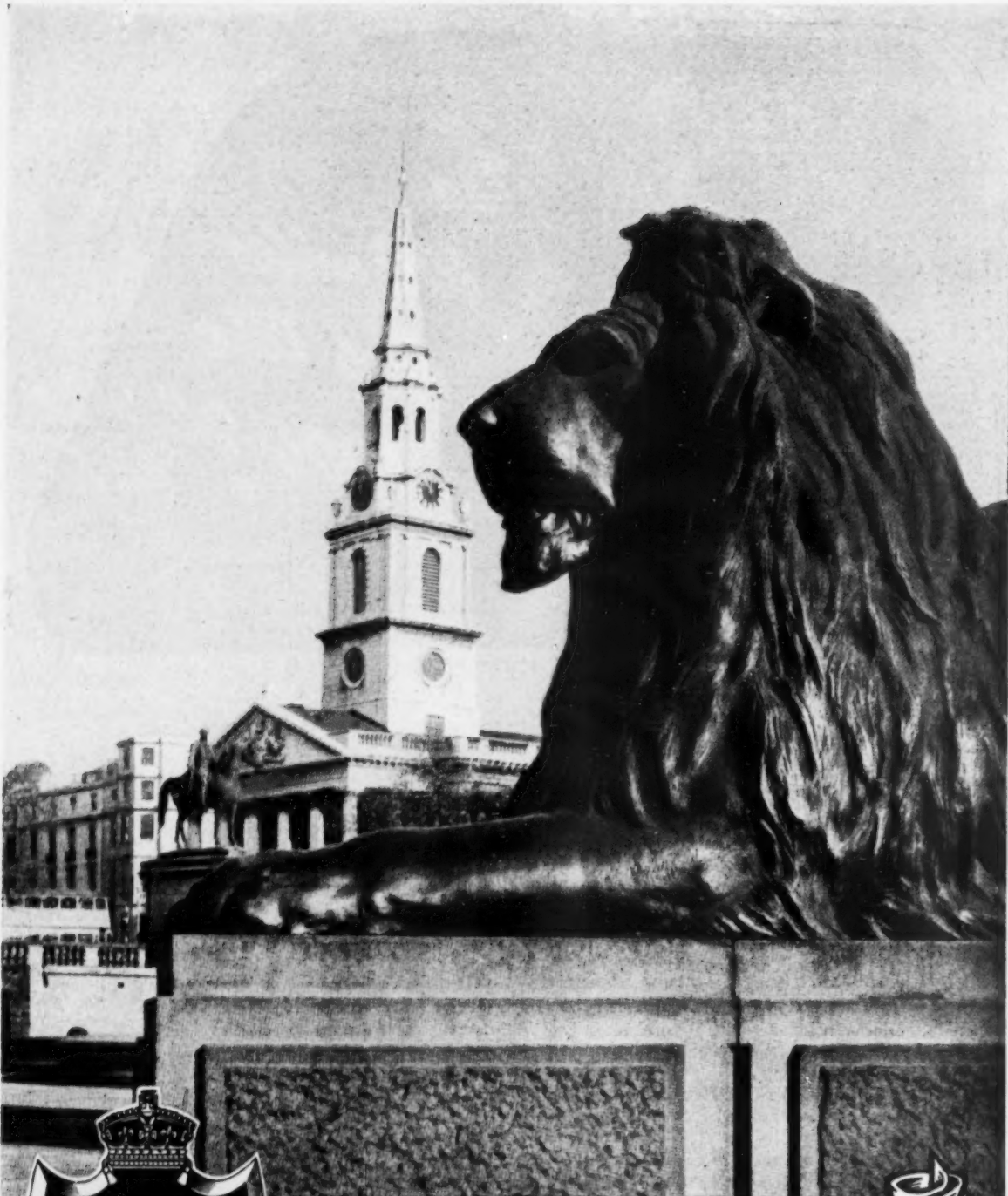
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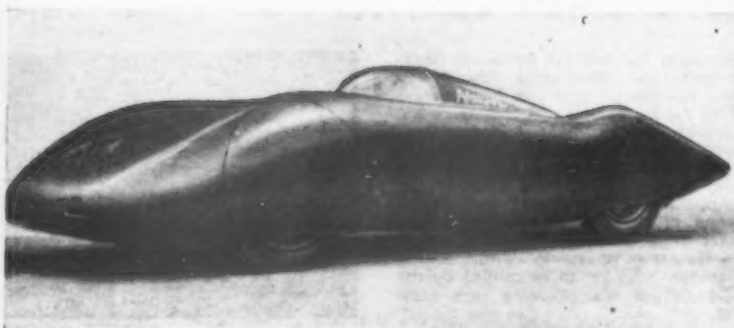
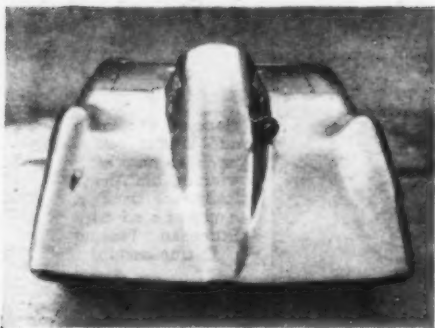
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The latest 500 c.c. record car is the streamlined Arnott, at present attacking records at Montlhéry with J. K. Brise at the wheel. It is powered by a Norton engine, the exhaust outlet being visible in the rear view; the body is panelled in aluminium.

THE SPORT By J. A. Cooper

CLOSE SEASON? ● MORE RECORDS ● TOURING CHAMPIONSHIP

ONLY a few years ago it was an accepted fact that from the end of October until early in March the racing season closed down altogether, and the sporting fraternity either went into hibernation or turned its attention to trials and rallies, according to the individual tastes of its component members. But recently there has been a growing tendency to find other parts of the world with climatic conditions in which racing can still continue, and now we are rapidly approaching the time when racing will literally be an all-the-year-round affair.

For instance, some drivers are even now leaving Europe to take part in the Panamerican road race across Mexico next month. Others are attempting the 12-hour sports car race at Casablanca in French Morocco, while for those who are prepared to go even farther afield there is the race near Auckland in New Zealand in January, and sundry other Antipodean events on the mainland of Australia. It is, perhaps, a pity that more of the traditional summer-time race meetings cannot be held over to the winter season, for that would do much to ease the congested state of the international (and national) calendars during the summer months. The international version (of which more next week) looks like being just as bad as ever in 1954.

THE record-breaking activities in Class I (351 to 500 c.c.) are continuing at Montlhéry at such a pace that it is beginning to be difficult to keep track of them. Following J. N. Cooper's successful attack with the streamlined Cooper now to be seen at Earls Court, Piero Taruffi appeared on the scene with his celebrated twin-boom machine, the Tarf, one nacelle of which contains a four-cylinder Gilera engine and the other the intrepid conductor. On Friday,

October 16, he broke the 50-kilometre and 50-mile records, and then had to stop to cure some ignition trouble. However, going out again on the following day, he continued the process with the 100- and 200-kilometre, 100-mile and one-hour figures, his best lap of the autodrome being covered at 120.25 m.p.h.—a remarkable performance. These records, subject to official confirmation, are 3 or 4 m.p.h. faster than Cooper's figures, as follows:

50 kilometres at 114.84 m.p.h.
50 miles at 115.36 m.p.h.
100 kilometres at 114.17 m.p.h.
100 miles at 114.94 m.p.h.
200 kilometres at 115.44 m.p.h.
1 hour at 115.15 m.p.h.

DURING the same high-speed tests at Jabbeke in Belgium last week which produced the remarkable run by Norman Dewis at over 172 m.p.h. in a Jaguar XK120 with optional extra equipment, a prototype Jaguar competition model (the successor to the Type C?) covered a measured mile at 178.83 m.p.h. This is also a fantastic speed, being some 30 m.p.h. up on the figure recorded by a standard XK120C in April of this year; but the 172 m.p.h. figure is the one which will impress more people, for it was set up by the normal XK120 model (not the C-type) with the catalogued available speed equipment plus an undershield and a cockpit cover. Although we all know that maximum speed alone is but one of the many desirable qualities in a car, this is a staggering figure.

THE recent Lisbon Rally—the seventh of the series, of which the results were printed last week—was from all accounts the toughest to date. In Portugal the difficulties had been intentionally increased by the inclusion of three winding mountain sections of unmade road, which were covered in rain and fog. This makes the performance of the winner, Joaquim Nogueira (Porsche) even

more meritorious, for, being a starter from Lisbon, he was among those who had to cover this part of the route twice—going out and coming back. Cloudbursts, floods and severe storms were experienced between San Sebastian and Burgos, in Spain, and some bridges were destroyed, while in some villages the road was hidden beneath several feet of mud, rocks and other debris. Only 13 of the competitors completed the road section without loss of marks.

There were two tests at the end of the rally, the first an acceleration and braking test undergone on arrival at Lisbon, and the second a speed and regularity test over five laps of a twisty round-the-houses circuit, which took place on the following day. In both of these the same three drivers—Nogueira, Appleyard and Polensky—finished first, second and third, naturally retaining these positions in the final classification.

Appleyard was competing at the wheel of a Jaguar XK120 drophead coupé, into which he had succeeded in squeezing two occasional seats to comply with the regulations, which demanded at least four seats in the larger-engined cars. Nogueira and Polensky both drove 1½-litre Porsche Super saloons.

THERE seems to have been some confusion concerning the result of the European Touring Championship, which is based on ten rallies during the course of the year. For each competitor it is only his best four performances which count towards his total number of points—20 for first place, 18 for second, 16 for third and so on. Up to the start of the Lisbon rally, Ian and Pat Appleyard were leading, having scored marks in four events; first in the R.A.C. rally, second at Monte Carlo, fifth in the Tulip and the Alpine, totalling 62 points. Second were the German drivers Polensky and Schluter, who had scored in only three events; first in the Alpine and the Travemünde rallies and second in the Viking rally in Norway, giving them 58 points.

In the Lisbon, the Appleyards finished second and Polensky and Schluter third.

THE SPORT

continued

Therefore, Ian and Pat added six marks to their total (substituting their second place for one of their two fifth places), which now became 68 marks. But Polensky and Schluter added sixteen marks to their score, as this was only their fourth marking performance, and this gave them 74 marks and a clear victory in the championship. The winner of the ladies' section of the championship was Mrs. Greta Molander of Sweden, with Sheila van Damm as runner-up. These results, of course, have yet to be ratified by the F.I.A., which will probably take some time.



Herman Polensky and Walter Schluter, seen here after winning the Alpine Rally, are the first holders of the European Touring Championship.

NOW, on Sunday, comes the Brighton run, or, to give it the official title, the R.A.C. Veteran Car Run from London to Brighton. It is a constant source of wonder to me that, although the regulations remain unchanged from year to year and continue to specify that those cars taking part must have been constructed before the end of 1904, the number of entries increases year by year; this time there is again a record entry, of 181 vehicles.

This traditional procession is run by the R.A.C. in conjunction with the Veteran Car Club of Great Britain, and the president of the latter, G. J. Allday, makes an especial plea to drivers of modern cars who may be following the route by accident or design to give the veterans as much room as possible and not to get in their way. The old cars frequently present quite a problem to drive, are not so easy to control as their more modern brethren, and have immeasurably worse brakes; so please remember these essential facts and do your best, even at some inconvenience to yourselves, to see that they have as clear a run as possible. The oldest cars taking part are the 1895

specimens, one Benz and two Lutzmans; Wilfrid Andrews, chairman of the R.A.C., has entered a 1901 Benz (to be driven by A. T. Moore), Maurice Gatsonides, famous Dutch rally driver, will drive the 1904 Darracq which starred in the film "Genevieve," and Reg Parnell will share the wheel of Mrs. Fotheringham-Parker's 1903 Renault with the owner. The first cars leave the Magazine in Hyde Park at 8.30 a.m., the remainder following in pairs at half-minute intervals; the route, as usual, lies via Westminster Bridge, Brixton, Streatham, Thornton Heath, Croydon by-pass, Redhill, Reigate and thence down the main road to Brighton; the first car should arrive there at about a quarter past eleven.

ALSO this weekend is the Sheffield and Hallamshire M.C. High Peak trial, which on this occasion is a two-day affair. The entry list totals about forty cars, a good entry for present conditions; the headquarters are the Rising Sun Hotel, at Bamford, in Derbyshire, the first car leaving there at 11 a.m. on Saturday morning and 10.30 a.m. on Sunday morning; a dinner-dance will be held there on the Saturday evening.

"show-finished" 1929 4½-litre Bentley chassis belonging to member Richard Wheatley. "W.O." himself, "Sammy" Davis, Frank Clement, Bertie Kensington-Meir and many other famous personalities in the world of Bentley motoring were present, and George Meaton enlivened the proceedings with his inimitable imitations of the noises of motor cycle racing commentaries, scenes on Underground and express railway platforms and so forth, with the appropriate addition of some Bentleys leaving a starting line.

ADDITIONAL Awards of Merit earned in the Eight Clubs' Eastbourne Rally, the full results of which were published last week, have been announced for the following three competitors: M. J. L. Sykes, who drove a Vauxhall Velox, Holland Birkett (Daimler Conquest) and Miss Barbara Richardson (Dellow).

CLUB NEWS

Hasley and D. L.C.C.—Sporting trials have started again. The annual Worcester-shire Trial was run on Sunday, October 4, in warm and sunny weather. The course included the three hills at Enville and those at the Ridge, all in very good condition—by trials organizers' standards. John Deeley's Cranford was going well, equipped with a Ford engine; he won the Cutler Trophy for best performance. Another stalwart was Mrs. P. Marsh; this was her first trial driving the Dellow belonging to her son, Tony, and she gained a first-class award.

Results: Class A: Cutler Trophy: Cranford (J. Deeley), 20 marks lost. J.E.T. Cup (novices' award): Dellow (P. T. Lewis), 48. First-class award: Kemp (R. Kemp), 22. Second-class award: Dellow (A. E. Marsh), 24. Class B: Harvey Cup: Dellow (B. Gamble), 48. First-class award: Dellow (Mrs. Marsh), 52. Second-class award: Ridgely (W. J. Ridgely), 66.

Coventry and Warwickshire M.C.—There are no chassis-breaking sections in the Gold and Silver Goblets car trial, to be run on Sunday, November 1. The event has been extended to occupy a whole day, and the navigational sections have been made more difficult. Secretary of the meeting is Mrs. H. S. Wolseley, 532, Allesley Old Road, Coventry.

East Anglian M.C.—The second autocross run by the club at Chalkney Woods, Earls Colne, Essex, on October 18, had a shortened course, which enabled competitors to become thoroughly familiar with it on their timed runs. There were three classes: up to 1,200 c.c., over 1,200 c.c. together with all super-charged cars, and Land-Rovers and Jeeps. The recent rain had made the ground very slippery, but, even so, by cunning acceleration it was possible to keep going through even the worst sections. Harsh use of the throttle resulted in violet wheelspin. The fastest run was made by D. S. Price, in a super-charged Dellow, in 3m 30s, and the runs of A. E. Cleghorn (Dellow), 3m 53s, A. C. Westwood (Dellow), 3m 50s, and A. E. H. Parsons (Dellow), 3m 59s, were excellent. Fastest of the Land-Rover contingent was

COMING SHORTLY

- OCTOBER 31.—Rover Sports Register. Social meeting. The George Hotel, Beaconsfield, Buckinghamshire, 3 p.m. onwards.
- 31.—Circle C.C. Night navigation rally, Green Man, Batchworth Heath, Rickmansworth, Hertfordshire, 10.30 p.m.
- 31-November 1.—Blackpool and Fylde M.C. Rally and driving tests, Blackpool, 12 noon.
- 31-November 1.—Loughborough College M.C. Inter-varsity Rally, Redhill, Loughborough and Kendall.
- 31-November 1.—Sheffield and Hallamshire M.C. High Peak Sporting Trial, Rising Sun Hotel, Bamford, Derbyshire, 10 a.m.
- NOVEMBER 1.—R.A.C. Veteran Car Run to Brighton, starting from the Magazine, Hyde Park, London, 8.30 a.m.
- 2-5.—International Moroccan Rally.
- 3.—Alvis O.C. (Northern Section). Social meeting and film show, Petre Arms Hotel, Langho, near Blackburn, Lancashire, 7.30 p.m.
- 4.—Epping Forest M.A. Film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 8.30 p.m.
- 4.—Alvis O.C. (Southern Section). Social meeting, Osterley Park Hotel, Great West Road, Isleworth, 7.30 p.m.
- 4.—West Essex C.C. Presentation of awards and dance, Manor Hall, Chigwell, Essex.
- 6.—B.A.R.C. Annual dinner and dance, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.
- 7.—Cheltenham M.C. Cheltenham Trial, Speech House Hotel, near Coleford, Gloucestershire, 10 a.m.
- 8.—Shenstone and D.C.C. Chase Trophy Trial, King's Bromley, Staffordshire, 10 a.m.
- 11-14.—M.C.C. Daily Express National Motor Rally and concours d'élégance, to Hastings, Sussex.

THAT excellent party, the "Mechanics' Dinner," is almost upon us once more; the scheduled date is Friday, November 27. This is the annual function of the British Racing Mechanics Social Club; the venue is the Park Lane Hotel, London, W.1, and tickets are obtainable at 27s 6d each from the treasurer: J. A. Rands, Nibor, 63, The Furrows, Walton-on-Thames, Surrey. In previous years the correct dress has always been announced as: Gentleman, lounge suits or overalls; ladies, as they please; but on this occasion the overalls seem to have been omitted. Pity, although I must admit that few of the guests had sufficient courage to appear thus attired!

THE Sunbeam-Talbot O.C. held its annual dinner and dance last Friday evening at the Dorchester Hotel in London's West End, and an extremely cheerful and informal function it was, for "no speeches" was the order of the day. Among those present was almost the complete Sunbeam Alpine team, except for Miss Sheila van Damm, still on her way back from competing in the Lisbon Rally.

The same spot on the following evening was the venue for the Bentley D.C., and this time the end of the ballroom was graced by the magnificently restored and

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CLUB NEWS continued

Stirling Moss and Mike Hawthorn, 1952 and 1953 winners of the B.R.D.C. Gold Star, are here seen talking to Norman Garrad, competitions chief of Sunbeam-Talbot, at the Sunbeam-Talbot O.C. dinner last Friday.



E. Morley, in 4m 12s. The final placings were worked out by the addition of two runs, thus giving an aggregate time. It is hoped to stage another autocross meeting early next year. Results: Up to 1,200 c.c.: 1, Dellow (A. C. Westwood), 7m 55s; 2, Dellow (A. E. H. Parsons). Over 1,200 c.c., and supercharged: 1, Dellow (D. S. Price), 7m 1s; 2, Dellow (C. R. Price), 7m 48s. Land-Rovers and Jeeps: 1, Land-Rover (D. Morley), 8m 39s; 2, Land-Rover (E. Morley), 8m 39.5s.

Cambridge University A.C.—Entry forms for the 200-mile closed Little Rally, on November 22, are available from I. C. Brander, St. John's College, Cambridge. Entries close on November 15.

B.A.R.C.—All tickets for the annual dinner-dance, at Grosvenor House, Park Lane, London, W.1, on November 6, have been sold, and no more applications can be accepted as the waiting list for tickets is already heavily over-subscribed.

Shenstone and D.C.C.—Regulations are out for the Chase Trophy Trial, on November 8. The trial will be held in the Cannock Chase and Draycot areas, starting at King's Bromley, Staffordshire, and finishing at Lichfield. There will be the usual sporting observed sections, and all vehicles competing must comply with the R.A.C. Trials Car National Formula. Invited clubs: Sunbac, Hagley and District, Leicestershire, Sheffield, North Midland, Cheltenham, Walsall and District.

The entry will run in two classes: one for production sports cars, the other for other cars including all supercharged vehicles. (Entries close November 2; W. A. Scott, 48, Birmingham Road, Shenstone, near Lichfield, Staffordshire.)

Riley M.C. (N.W. Centre).—Winner of the Keswick Rally, on October 17-18, was T. B. Hague, in a Riley Sprite.

Cheltenham M.C.—The Cheltenham Trial starts from the Speech House Hotel, near Coleford, Gloucestershire, on Saturday, November 7, at 10 a.m. The course is in the Forest of Dean area, and covers about 50 miles, including observed hills and special tests. Invited clubs: Bristol, Sunbac, London, Sheffield and Hallamshire, Shenstone and District, Maidstone and Mid-Kent, Seven-Fifty. There is a special award, incidentally, for the car making best performance in the up to 750 c.c. category, unsupercharged. (Entries close November 2; W. Dembowski, Melrose, The Park, Cheltenham, Gloucestershire.)

Volkswagen O.C.—This club, which has recently been started, held its first gymkhana on Sunday, October 4. Venue was Whelpley Hill, Hertfordshire. Driving tests were designed to be rather more mild than bitter for competitors, most of whom were new to these gyrations for cars. Winner was Sergeant C. Lendrum, of the United States Air Force, who was driving a 1953 model. All Volkswagen owners and enthusiasts are invited to attend the club's meetings; during the winter there will be film shows and occasional get-togethers. Particulars from R. Woolf, 30, Foscote Road, Hendon, London, N.W.4.

Leicestershire C.C.—The route of the Lonsdale Trophy Trial, run on Sunday, October 18, covered about 60 miles of second-class roads. Competitors had to average 24 m.p.h. throughout, and there were plenty of secret checks. All but two of the 28 starters finished at Oakham in fairly good time. Results: Lonsdale Trophy and Replica: Dellow (Barry Hercock), 1 mark lost. First-class awards: Standard Vanguard (H. H. Mayes), 3; Morris (M. W. Newbold), 3; Triumph (L. H. Pole), 4. Second-class results: M.G. (Miss G. Hercock), 5; Riley (D. J. Herbert), 6; M.G. (J. M. Taylor), 6. Novice's award: M.G. (M. F. Ault), 8. Navigator's award: B. Folwell.

Epping Forest M.A.—A film show will be held on Wednesday evening, November 4, at St. Mary's Hall, 201, High Road, Loughton, Essex, starting at 8.30 p.m. Admission is free, and everyone is welcome. Programme includes the new Shell film of the 1953 Mille Miglia, two other new films of Scottish events, and the Rootes films, *Conquest of the Alps* and *Operation Europe*.

British Trials D.A.—With only one event to complete the competition, the M.C.C. Daily Express Rally on November 11-14, placings in the Silver Star Rally Competition for 1953 are as follows: 1, J. H. Ray, 70 marks; 2, Ian Appleby, 50; 3, F. Marsh, 49; 4, J. H. Cunningham, 49; 5, D. G. Scott, 39; 6, R. Holt, 37.

Margate and D.C.C.—The St. George's Cup Rally, on October 18, was run in wet weather. The day's course took competitors over about 120 miles, through the centre of Kent, starting from Margate and finishing at Charing. A test of combined accelerating, reversing and parking manoeuvres started the morning's activity; competitors then moved off in search of a series of clues which, when pieced together, formed "don't forget our dinner and dance on November 13." The second half of the regularity test was a little difficult in the wet conditions, especially on the steep hills of Detling. First three were: 1, Jowett (J. Crease); 2, Jaguar (P. Harris-Mayes); 3, Austin (D. Bones).

Berwick and D.M.C.—Although organizers of the Border Car Rally, on October 18, planned the 220-mile course with ingenuity, 11 of the 37 starters managed to complete it without loss of marks. Starting from Golden Square, Berwick, the course stretched across the Border country, with sporting sections in England and Scotland. Instead of the usual pylon eliminating tests, the winner was decided on two consistency hill-climbs, and a severe stop and restart test, which included a timed run through a watersplash followed by the hill-climb. Winner was T. A. Irwin, driving an Austin 16. Class winners: Large cars, open: Sunbeam-Talbot (I. A. Armstrong). Small cars, closed: Volkswagen (C. Bell); open: Dellow (P. G. Walton).

Alvis O.C.—A noggin and natter, at the Osterley Hotel, 764, Great West Road, Isleworth, Middlesex, at 8 p.m. on November 4, is open to all club members and their friends, and other Alvis enthusiasts who may care to come along to it. General secretary is K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.

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ROLLS-ROYCE 1928 Phantom III, D.L. series. Windover razor-edge Saloon, with division. Black/beige leather. 40,000 miles. **£1,450.**

BENTLEY 1952 4½-litre large bore standard steel Saloon. Grey/red leather. 8,500 miles. One owner. **£3,450.**

BENTLEY 1952 4½-litre large bore standard steel Saloon. Two-tone grey, blue leather. 18,200 miles. One owner. **£3,350.**

BENTLEY 1951 4½-litre large bore standard steel Saloon. Black. 19,000 miles. **£3,150.**

BENTLEY 1951 4½-litre standard steel Saloon. 28,000 miles. One owner. **£2,975.**

BENTLEY 1951 4½-litre four-seater coupe by Park Ward. Power-operated head. 37,000 miles. One owner. **£2,975.**

BENTLEY 1949 4½-litre 2-door Countryman Saloon. Grey/polished wood. 38,000 miles. **£2,450.**

BENTLEY 1949 4½-litre standard steel Saloon. One owner. Black/beige leather. **£2,175.**

DAIMLER 1953 Corquest Saloon. One owner. Black/green leather. 1,600 miles. **£1,375.**

DAIMLER 1951 Consort Saloon. Black/red leather. Heater. Radio. Loose covers. 21,500 miles. One owner. **£895.**

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IN BRIEF

Guy Salmon Automobiles, Portsmouth Road, Thames Ditton, Surrey, have been appointed area dealers for Armstrong Siddeley cars.

Dunlop tyres were used on the Cooper cars in which Mr. John Cooper set up Class I and J records at Monthéry, France, earlier this month.

Distribution rights for Mercedes-Benz cars in Surrey have been given to Woking Motors (Maybury Hill), Ltd., Maybury Hill Garage, Woking.



Mr. H. S. Clutterbuck.

It is with regret that the death is recorded of Mr. H. S. Clutterbuck, M.B.E., M.I.Mech.E., M.S.A.E., the technical manager of the Society of Motor Manufacturers and Traders, Ltd. He had been a member of the Society's staff since 1922.

Mr. Lionel Calisch, the Continental representative of the E.N.V. Engineering Co., Ltd., of Willesden, London, N.W.10, died in an air crash in Germany on October 14. He had represented the company for over thirty years in all European countries and was well known to very many European engineers.

In *The Autocar* of October 16 mention was made of Taylor and Crawley, 48, Kensington Court, London, W.8, having been appointed official retailers of Mercedes-Benz cars in London. The reference to this firm already being retailers of Rolls-Royce and Bentley cars, however, was incorrect.

Harold Goodwin (1944), Ltd., Riley and Healey distributors, Wolverhampton Road, Birmingham, 32, have closed their temporary premises at 50-52, Broad Street, Birmingham, 1, and are transferring their used car department to their showrooms at Severn House, Suffolk Street, where car radio installations and repairs will also now be carried out.

An increase in the nominal capital of the Chloride Electrical Storage Company has been recommended by the directors. It is proposed that the capital be increased from £2,500,000 to £5,000,000 and that part of the accumulated reserves of the company be capitalized to relate the issued capital more nearly to the value of the net assets of the company. The

capital issues committee has consented to an issue of 1,582,200 "A" ordinary and £595,206 "B" ordinary shares at £1 each by way of capitalization of reserves, so that one additional ordinary share of £1 may be issued for each £1 existing ordinary stock.

The price of the B.E.N. spray gun which was referred to in *The Autocar* of October 2 is £12 5s not £9 5s.

Champion sparking plugs were used in the Jaguar XK120 sports two-seater which recently established a speed of 172.412 m.p.h. over the measured mile in Belgium.

From October 21 to 31 the sixth annual exhibition of caravans was held by Ferraris of London at their showrooms at 200-220, Cricklewood Broadway, London, N.W.2. All the caravans were displayed under cover.

With regret the death is recorded of Mr. W. R. Rawlings, the founder and late head of Rawlings Bros., Ltd., Gloucester Road, London, S.W.7. He was also chairman of Golly's Garage, Ltd., 111a, Earls Court Road, London, S.W.5, and of Rawlings Tudor Garage, Ltd., 923, Fulham Road, London, S.W.6.

Sir William Fraser, C.B.E., LL.D., chairman of the Anglo-Iranian Oil Co., Ltd., has been created an officer of the Legion of Honour. The award was made for his services to the French national economy and it marks the French Government's appreciation of the help given by Sir William and his company in the construction of the Dunkirk refinery.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

- No. 16764. 12 M.G. Midget.
"J.P."—Any available information and handbook.
- No. 16765. 1939 Triumph Twelve.
"H.H."—General information and a handbook for Newham sports saloon.
- No. 16766. 1933 Wolseley Hornet Special.
"L.W.B."—Maintenance hints, general information and a handbook.
- No. 16767. 1938 Standard Nine.
"H.O."—Any available information and a handbook.
- No. 16768. 1928 3-litre Invicta.
"R.N.B."—All possible information, timing details, maintenance hints, recommended oils, and a handbook.
- No. 16769. 1933 Wolseley Hornet Special.
"L.G."—Hints and advice on maintenance and a handbook.
- No. 16770. 1936 Hillman Aero Minx.
"C.E."—Any available information and a handbook.
- No. 16771. Engine Conversion.
"J.E."—Advice on fitting a Ford Ten engine in post-war Morris Minor.
- No. 16772. Handbooks Required.
"G.R.B."—1937 Lanchester Fourteen Road-rider.
"L.L."—1934-35 Model N.A. 8-cylinder Buick.
"W.G.F."—1932 o.h.v. Morris Family Eight.
"F.W.C."—1930 Austin Seven.
"D.J.G."—1938 Vauxhall Twelve service manual.
"R.W.L."—1933 Talbot 65.
"R.S.B."—Pre-1931 Bentley.
"F.E.W."—1936-39 Series III Morris Twelve.
"A.J.M.C."—1937 Rover Twelve handbook or workshop manual.
"H.M."—1947 14-60 h.p. Wolseley.

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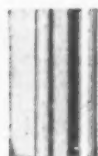
New ARMSTRONG SIDDELEY Sapphire. Demonstration saloon available. Reasonable delivery.	
New LANCASTER 14 saloon, four only, at.....	£1,179 15 10
(Present list price £1,414 19 6)	
New ROVER 75 saloon. Immediate delivery.	
(June) LAGODA 2.6 litre Tickford drophead coupe, Vauxton engine, HMV radio, rev. counter, A.C.E. Rimbellashers, screenwashers; 2,500 miles; 666 standard Dunlop Ports (Dunlop Whitewall covers available at extra cost).	
1950 (Sept.) BENTLEY 4½-litre H. J. Mulliner 4-door sports saloon, 5,000 miles only from new, Superb vehicle at considerable saving under cost.....	£4,850
1950 LAGODA 2.6-litre drophead coupe, One owner, Panned out by makers.....	£1,550
1950 (Aug.) DAIMLER Corquest saloon, 5,000 miles. HMV radio.....	£1,385
1950 RUNBURN-TALBOT 90 saloon, 1,500 miles.....	£1,050
1950 RUNBURN-TALBOT 90 drophead coupe, Heater A.C.E. Rimbellashers.....	£825
1950 RUNBURN-TALBOT 80 drophead coupe, 15,000 miles. HMV radio.....	£850
1950 (Oct.) AUSTIN Shortline saloon, Works mileage 200 only. A new car at a saving of nearly £800 under current list.....	£1,405
1950 AUSTIN Shortline saloon, 7,000 miles from new. One owner.....	£1,050
1950 HUMBER Hawk saloon, 16,000 miles.....	£250
1950 AUSTIN 1000 A1600 saloon, 18,000 miles only.....	£205
1951 JAGUAR 3½-litre Mark V drophead coupe.....	£1,095
1951 JAGUAR 3½-litre Mark V saloon, 22,000 miles.....	£965
1950 JAGUAR 2½-litre Mark V saloon, 24,000 miles.....	£850
1949 JAGUAR 3½-litre four-seater drophead coupe, 20,000 miles, Radio and heater.....	£895
1951 ALVIN 5-litre drophead coupe, 22,000 miles. Panned out by makers.....	£1,195
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1948 STANDARD 12 drophead coupe, Immaculately kept, conversion car.....	£485

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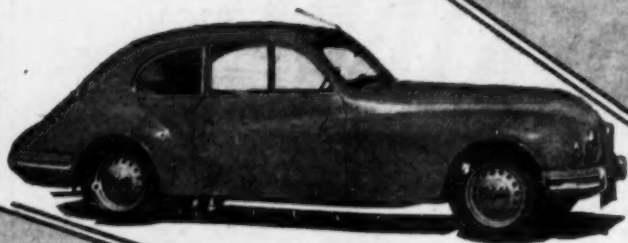
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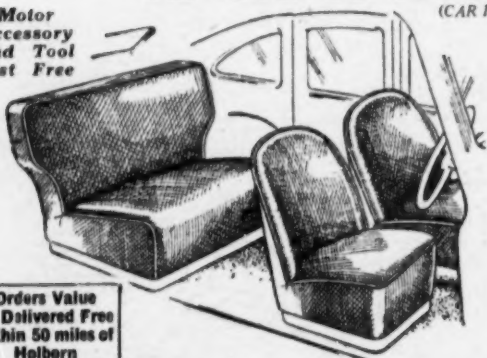


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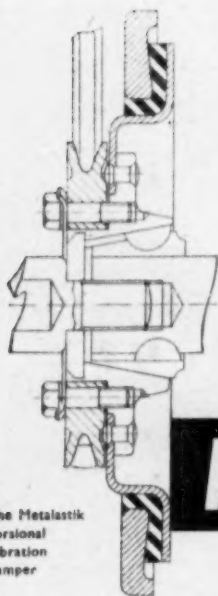
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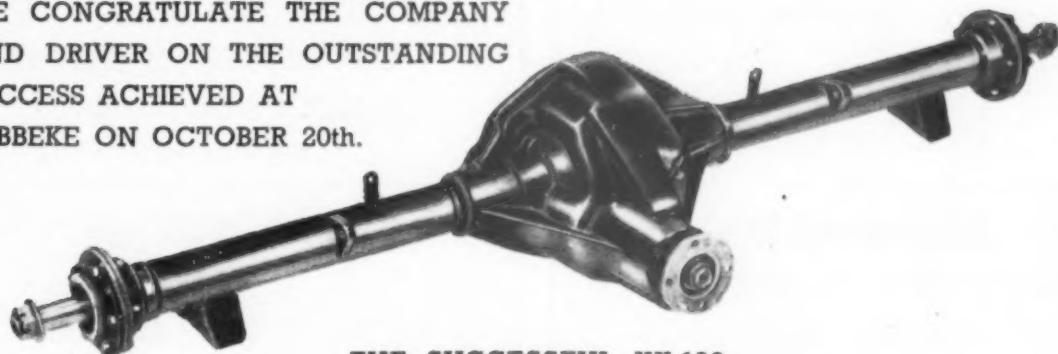


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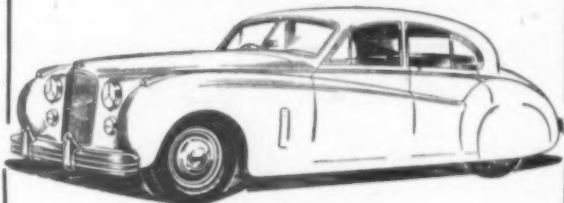
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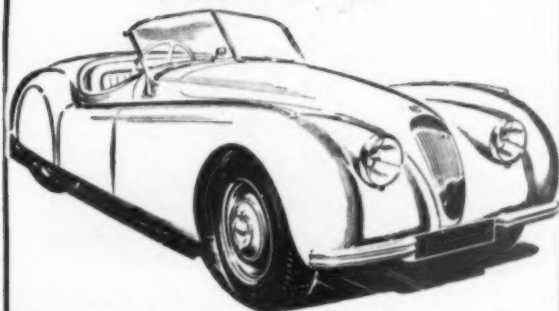
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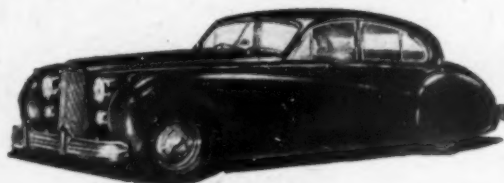
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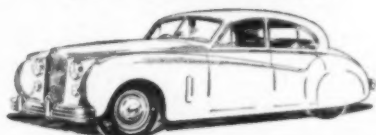
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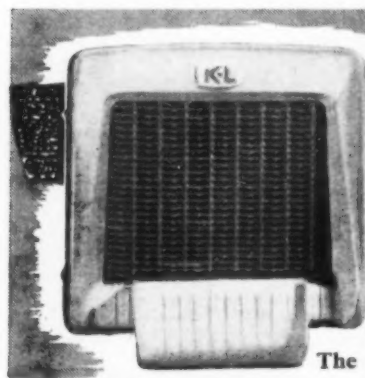
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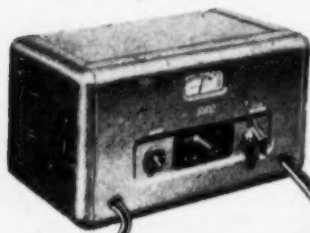
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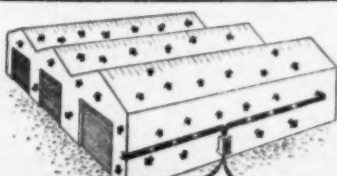
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£125 1948 HILLMAN Minx saloon	£375
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£150 1949 STANDARD Vanguard sal.	£449
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£92 1939 MORRIS 8 saloon	£275
£125 1948 VAUXHALL 14 saloon	£375
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£49 1937 WOLSELEY 14/56 saloon	£265
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£55 1936 STANDARD 9 saloon	£165
£55 1937 MORRIS 8, 2 seater	£165
£62 1937 FORD 8 saloon	£185
£49 1935 WOLSELEY 14 saloon	£145
£31 1934 WOLSELEY 12 saloon	£99
£100 1939 VAUXHALL 14 saloon	£299
£150 1950 MORRIS Minor saloon	£449
£153 1949 M.G. T.C. 2 seater	£459
£155 1947 TRIUMPH 1800 Roadster	£465
£245 1949 JAGUAR 3½ litre saloon	£735
£199 1951 TRIUMPH Renown saloon	£595
£182 1951 VAUXHALL Velox saloon	£545
£175 1951 AUSTIN A.40 saloon	£525
£132 1947 VAUXHALL 14 saloon	£395
£99 1947 STANDARD 8 saloon	£295
£112 1947 AUSTIN 8 saloon	£335
£109 1950 (Reg.) FORD Anglia saloon	£325
£109 1947 FORD Prefect saloon	£325
£65 1936 JAGUAR 2½ litre saloon	£195
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£122 1947 MORRIS 8 saloon	£365

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1952 STANDARD Vanguard saloon, grey, red leather, heater, one owner.....	£650
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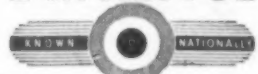
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1949 FORD Pilot saloon.....	£385
1949 FORD Anglia saloon.....	£385
1950 VAUXHALL Velox saloon.....	£485
1950 MORRIS Oxford saloon.....	£535
1950 VAUXHALL Wyvern saloon.....	£525
1951 TRIUMPH Mayflower saloon.....	£535
1951 Series HUMBER Hawk 16 h.p.....	£650
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'51 AUSTIN A.40 Devon saloon, heater	34,000	£525	'50 FORD Pilot saloon, radio, heater	23,000	£450
'51 AUSTIN A.70 Hereford saloon, heater.....	12,000	£625	'52 FORD Zephyr saloon, radio, heater	9,000	£625
'52 AUSTIN A.90 Atlantic saloon, radio, heater	21,000	£695	'47 HILLMAN Minx coupe ...	25,000	£350
'50 AUSTIN A.90 Atlantic convertible, heater	27,000	£550	'53 M.G. T.D.	2,000	£650
'51 AUSTIN A.125 Sheerline saloon	25,000	£795	'53 MORRIS Minor tourer.....	9,000	£535
'50 AUSTIN A.125 Sheerline saloon	38,000	£695	'48 RILEY 1½-litre saloon.....	21,000	£565
'50 AUSTIN A.135 Princess saloon	23,000	£935	'48 ROVER "75" saloon.....	37,000	£595
'53 BENTLEY H. J. Mulliner light weight 4-door sports saloon	4,000	£5,250	'51 SINGER 9 h.p. Roadster.....	22,000	£415
'48 CITROEN Light 15 saloon, heater	24,000	£495	'53 STANDARD Vanguard Ph. 1 saloon.....	3,000	£675
			'51/52 STANDARD Vanguard saloon	19,000	£525

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16, UXBRIDGE ROAD, EALING, W.3

Telephone: EALing 6600

UPPER MONTAGU STREET

MONTAGU SQUARE, W.1

Telephone: AMBassador 1837

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150, Park Lane, W.1

Telephone: GROsvenor 3434

WELSH HARP, EDGWARE ROAD
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The Autocar

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A.C.

A C. 1955 coupe, carefully used, one owner; £375.—Apply 50, Putney Hill. (1014)
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1946 A.C. 16/60 competition 2-seater, black with silver wheels and grey leather, disappearing hood, excellent all-weather equipment, very full dash board equipment, all-over tonneau cover; this scarce and much sought after model is in quite unbelievable condition, not used until, and first registered in 1946; has the original finish, is quite immaculate and has an outstanding performance; must be seen to be appreciated;—written guarantee, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

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L AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

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Alfa-Romeo Cars Wanted

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B J. HUNTER, Ltd., offer:—

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1950 Allard P.1 saloon, just fitted new tyres, really as new; choice of three from £300.

1948 Allard sports tourer, very fast, maintained regardless; £395.

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BRAIDSTOCK MOTORS offer:—

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1948 drop head coupe, grey, good tyres, wing mirrors; £295.

35—Kinnerton St., London, S.W.1. Sloane 5424. (C5045)

H M. BENTLEY & PARTNERS Ltd., offer:—

1951 Allard saloon, heater, radio, 19,000 miles; £565.

9—Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

ALLARD K1 sports 2-seater, black, many extras; £300.—M. Goulding, Fayreburn, Egley Rd., Woking, Surrey. (1850)

£444!!!—Magnificent Allard drop head coupe, 1949/50 series, having recently had reconditioned engine and brand new hood, is unquestionable at give-away price; only one careful owner has nursed this vehicle all its life.—Below.

£444!!!—1949/50 Allard sports saloon, one owner only, spotless condition; 3 months' guarantee; hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

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SALES & WANTS

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ALLARD

£325—1948 drop head coupe, 30,000 miles since new, new tyres, resprayed any colour to customers' requirements.
R J. SEARLE, 26, Queens Gate Mews, Kensington, S.W.7. Tel. Western 5228 before 10 a.m. and after 5 p.m. (1221)

ALLARD 1950 P1 saloon, grey, beautiful condition, reconditioned engine, radio, covers; nearest £525.—Box 1557.

GUY ALFRED & Co., Ltd.—1948 (October) Allard drop head four-seater, recon engine, 1953 order throughout.—6-7, Warren St. W.1. Euston 3268.

CAMDEN MOTORS for Allards.—Special four-seater drop head coupe, 1951; this actual car was exhibited at the Paris Show and is most lavishly equipped with many costly extras; it has the latest 1952 radiator grille and has had one owner only since passing from the hands of the manufacturer; originally costing a small fortune when produced, this car is now offered at the absurdly low figure of £375.

CAMDEN MOTORS for Allards.—Also 1948 and 1949 drop heads from £375.

CAMDEN MOTORS for Allards.—1951 saloon P1 series, immaculately finished in pastel grey with dark blue leather interior, fitted built-in radio, heater, screenwash, etc., superbly maintained and in practically faultless order; £595.

CAMDEN MOTORS for Allards.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

J or K2 wanted for cash.—Tel. Valentine 4674 after 5 p.m. (W2018)

PPRIVATE buyer wants Allard.—Pitts, Blackbusk, Milford-on-Sea, Lynton.

REALLY good second-hand Allard required.—Cob, 50, Harley House, N.W.1. (W1096)

BARTLETT will pay more for good Allards.—27a, Penbridge Villas, W.11. Baywater 0523. (W1015)

EDWARD, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St. London, S.W.1. Sloane 5424.

PERFORMANCE CARs urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8641. (W5041)

ALVIS

GLANFIELD LAWRENCE offer:—

1939 Alvis 12/70 sports saloon, grey/maroon, in absolutely magnificent condition throughout; £525.—407 High Rd. N.12. Finchley 0091. (C2055)

GUY SALMON AUTOMOBILES offer:—

1951 Alvis 3-litre drop head coupe, snow shadow/red leather upholstery, red Melwood hood, just passed out 19,000 miles, fitted whitewall tyres, an absolutely superb example and indistinguishable from new in every respect; £1,195.—Portsmouth Rd., Thames Ditton, Surrey. Tel. 5551-2-5. (C4001)

BROOKLANDS—Alvis distributors, new 3-litre.

1953 Alvis 3-litre sports 2-seater, 750 miles.

1952 Alvis 3-litre sports 2-seater, 8,700 miles.

1952 Alvis 3-litre drop head coupe, 7,000 miles.

ALVIS cars examined and guaranteed; 3-litre saloons and coupes from £1,200.

GUARANTEE, deferred terms.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

PARADE MOTORS (MITCHAM), Ltd., offer:—

ALVIS 1938 12/70 4-seater sports, grey and red, new hood, in first-class condition; £525.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C5036)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."

PERFORMANCE CARs—Good selection always available; written guarantee.—See under "Sports Cars." (C5041 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GUY ALFREDE & Co., Ltd.—1951 Alvis 3-litre saloon, very fine, very low mileage, 1953 condition.—6-7, Warren St., W.1. Euston 3268. (C1005)
£575—1949 14hp Alvis Tickford drop head coupe, grey, red leather, heater, etc.; list price £1,990.
BRIAN PINGLASS, Bugatti Sales & Service, 2, Pembroke Mews, Haggerston, W.11. Bayswater 3951.
 After: Tulse Hill 4755. (C5609)
1952 3-litre saloon, maroon, red leather, immaculate, 14,000, heater, radio; £1,195. Surrey—Box 1493. (C1017)
LVIN Firefly 1934-5 12hp sports saloon, very superior example in first-rate condition; £125 o.n.o.—Cochcraft, Elm Rd., Evesham, Tel. 6559.
1937 Alvis Silver Eagle saloon, in incredible condition throughout; £295.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456.
1948 14hp 12hp firebird, 35,000 miles, immaculate, 8 years, immaculate; offers.—Tel. 62015 Reading. (C505)
£498—Alvis 1½-litre 1948 Utility 4-dr., 6-seater, very well kept, tip-top performance, very good tyres, cost nearly £1,700; many others.
BENNETT, 1, Clarendon Rd., Holland Park, W.11. Park 5069-71. (50yds Holland Park Tube); exchanges. (C1017)
43-litre V.D.P. fourseater drop head, 1937, virtually one owner, excellent throughout; £325.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. (C5045)
1936 Alvis, speed 20, O.O.O., total time taxed under four years, mileage 14,000; appearance practically new, mechanically perfect; details—Box 1491. (C1017)
£350—1937 Alvis 4.5 saloon, maintained regularly by garage owner, in excellent condition, to be seen and tried to be appreciated; terms, exchanges.—H. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2611. (C5059)
CVIS offer. Value, performance, condition, this 1935 Alvis 12/70 sports saloon has everything; £295; another £295; b.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8694. (C5059)
Alvis Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)
B. J. HUNTER, Ltd. offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

POST-WAR Alvis required for cash.

ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. (W5044)

1948 12/70 sports saloon, by private buyer N.W.1. A good condition, stand thorough inspection.—Box 1423. (W1046)

PERFORMANCE CARS urgently require Alvis's.

Great West Rd., Brentford, Middlesex. Ealing 8843. (W5044)

ALVIS Speed 25, 1939 model, urgently required.

Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (W1046)

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1, Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 9596-7-8. (W1060/R)

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd. Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar and London.

ND at ALVIS, Ltd. Service Station, Holyhead Rd., Coventry, Tel. 5501. 'Grams, Alvis, Coventry. (C951/R)

CHARLES FOLLETT, Ltd. Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 9596-7-8. (W1060/R)

MANCHESTER: Alvis repairs and spares, main agent 5.

FIREMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874/5. (W653/R)

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). (C939/R)

AMERICAN CARS

SIMPSON'S offer:—

RHD new Chevrolet saloon, 4-door, radio, heater, all extras, black, 1,900 miles.

RHD 1951/52 Buick 4-door saloon, radio, heater, all extras, black, 7,000 miles.

1952 Buick 2-door saloon, radio, heater, all extras, grey, low mileage.

1951 52 Cadillac 4-door saloon, Hydramatic, radio and all extras, black, 16,000 miles.

1951 52 De Soto station wagon, radio, heater, all extras, green, 12,000 miles.

1951 Pontiac 2-door saloon, Catalina hard top, radio, heater, all extras, blue, 15,000.

1949 50 Chrysler New Yorker saloon, radio, heater, all extras, black, 23,000 miles.

1950 Nash Ambassador saloon, Hydramatic, radio, heater, all extras, black, 24,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8697/9905. (C4015)

£666—Kaiser Fraser K, series 6/7-seater 4-door drop head, Continental drive, major overhaul, recent condition throughout, first registered 1952 and most carefully used; 3 months' guarantee; hire purchase exchanges.

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2058)

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3544. (C1027)

JOE THOMPSON (MOTORS), Ltd., offer selection late model American cars including Pontiac station wagon, 4-door, all wood, radio and heater, specimen car.—97, Fulham Rd., S.W.3. Kensington 4858. (C4022)

AMERICAN CARS

CAMDEN MOTORS offer:—
RIGHT-HAND drive Packard 4-door Clipper 6-seater saloon, 1947, all extras.
RIGHT-HAND drive Studebaker Champion 22hp saloon, 1947-8, with overdrive.
RIGHT-HAND drive Studebaker Commander Land Cruiser 6-seater saloon, 1948.
RIGHT-HAND drive Buick Super Eight saloon, 1947 (and a 1949 model).
FOR details, write, call or 'phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Monday to Saturdays. (C1055)

METCALFE & MUNDY, Ltd.

1952 Chevrolet de luxe 4-door sedan, 8,000 miles.

1950 Chevrolet de luxe 4-door sedan.

1947 Pontiac convertible, all extras.

280 Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

1950 (registered 1952) Studebaker Commander saloon, overdrive, as brand new; 7500.

1949 (registered 1951) Plymouth saloon, as brand new; 7500; owner of these cars going overseas; price quoted for quick sale.—Weston-super-Mare 3509. (C2061)

American Cars Wanted

ATTENTION!!

SIMPSON'S, the American Car Buyers, require all S. American cars.—Wembley 8691/3903. 545, High Rd., Wembley. (W4015/R)

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Tooting, S.W.19. Tel. 31. (W4054)

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W5064)

AMERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

BEAL AIR model Chevrolet; also 4-door de luxe saloon, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

1938 1½-litre L.C. Ulster engine, recent complete body and chassis overhaul, upholstered in black hide, recaptured, cellulose and chromium spot-jets, 50mph, £495—5, Mayfair Ave., Bessley-head, Kent. [12155]

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.5 Ham. 6041. [W4018/R]
C CHARLES FOLLETT, Ltd. Official Rolls-Royce & Bentley Repairs & Retailers.
S SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5956-7-8. [W2010]

A FRIARY MOTORS, Ltd., Old Windsor, Windsor 2002-5. [10197/R]
H HILLINGDON MOTORS are interested in buying
A Aston Martins.—325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [W2063]

DB2 drop head coupe required, privately, 1953 or nearest—J. M. Craig, 80, Great Titchfield St., W.1. Museum 8869 or 2905. [12008]

Aston Martin Spares and Service

F FRIARY MOTORS, Ltd.
A STON MARTIN main dealers
B BARTLETT will pay more for good Aston Martins.—276, Penbridge Villas, W.11, Baywater 0523. [W1015]
S SOLE suppliers of spares for all Aston Martin cars produced up to 1940 specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-5. [10198/R]

AUSTIN SEVEN

A LLWEATHER MOTOR CO.
L ARGE stock of Austin cars.
L ONDON'S dependable motor traders.

W E offer a wide selection
E VER-CHANGING stock.
A LL makes bought and sold.
T RADERS welcomed.
H IRE purchase—immediate delivery.
E VERY enquiry dealt with promptly.
R EMEMBER!! Tel. Edgware 3610 (4 lines). [10567]

1939 Austin 7, excellent condition; £160—52, Dollis Ave., N.5 Finchley 4629. [12124]
G ENUINELY original 1939 Big 7 for sale, new tyres, 30,000 only, guaranteed.—Baywater 2949. [10192]

1936 Austin 7 saloon, perfect; £100; payments—1319, Vaughan, 17, Astwood Mews, S.W.7. [W4018/R]
B I G 7, 3-door saloon, excellent condition throughout; £200—145, Chapel Way, Epsom Downs, Tel. Bournemouth 311. [1937]

£185 1939 Austin Big 7 saloon, carefully used and excellent specimen; also 2 others; 3 months' guarantee; hire purchase, exchanges.
A AMBROS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). [C2052]

R OY'S offer £125 Austin Big 7 4-door saloon; £115 Austin Ruby 2-seater, both good; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 5894. [10559]

Austin Seven Cars Wanted

A USTIN 7, nippy car with Standard engine wanted.—Hamilton, 8, McKenzie Rd., Brookbourne. [2046]
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.5 Ham. 6041. [W4018/R]

AUSTIN A30

J DAVY offers 1955 A30 with heater; £525.—180-184, Kensington High Rd. (Western 9641); and 215, Brompton Rd. S.W.3 (Ken. 1100). [10069]

Austin A30 Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.5 Ham. 6041. [W4018/R]

AUSTIN EIGHT

1946 Austin 8 saloon, one owner; £295; 3 months' guarantee, terms and exchanges.
J ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

1946 Austin 8 4-door saloon, blue, total mileage 32,000, in excellent order throughout; £295.
L YNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8 Moutview 4401. [C2059]

1947 Austin 8 saloon, 4 doors, one owner, grey, carefully maintained; £355.—Promenade Motors, 479, Green Lane, Palmers Green, London, N.15. [11687]

1947 Austin 8 saloon, excellent condition, guaranteed; £275; exchanges, terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14, Park 9704. [C2054]

1947 Austin 8 4-door saloon, black/brown leather, taxed, excellent condition; £455.—Northways Garage, Swiss Cottage, N.W.5, Primrose 1127. [C3035]

Austin Eight Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1 Euston 1212. [10952/R]
R EALLY good second-hand Austin 8 required.—Cobbs, 30, Harley House, N.W.1. [W4006]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.5 Ham. 6041. [W4018/R]

AUSTIN TEN

A USTIN 10hp 1955 Conway, excellent condition, taxed, £145, Tel. W.1 1453. [2021]
1939 Austin Cambridge saloon, immaculate condition, an exceptionally fine specimen; £245.
W EST LONDON MOTORS, 205, Fulham Palace Rd., W.6, Ful 1064. [11632]

AUSTIN TEN

A ANDOVER MOTOR CO., Ltd., offers:—
1940 Austin 10 saloon, black with blue leather, in immaculate condition.—Andover, Hants, Tel. 2405. Open week-ends (Sundays inspection only). [C1003]

£275—1939 Cambridge, very nice condition; terms, exchange.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. [C2051]

A USTIN 10, 1954, Cambridge saloon, black, clean condition; £165—K. & T., 343, Trinity Rd., Wandsworth, S.W.18, Battersea 0509. [12170]

1947 Austin 10 saloon, one owner; £375.—L. F. Dove, Ltd., 111-115, Addison Rd., Crofton, Addiscombe 3094. [C1076]

£395—1946 Austin 10, 26,000 miles, black, brown leather upholstery, original condition, unmarked, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. [C2051/1]

R OY'S offer £20 deposit, £1 p.w. one year, 1954 Austin 10 saloon, original, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 5894. [C3059]

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1 Euston 1212. [10953/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.5 Ham. 6041. [W4018/R]
P RIVATE purchaser seeks low-mileage car.—Benford, Rushmore 1500. [1961]

P RIVATELY wanted Austin 10—5, Brae Court, Kingston Hill, Surrey, Toluse Hill 2798. [W2037]

AUSTIN A40

D ICK'S.
1951 A40 saloon, one owner, unmarked; £550.
D ICK'S CAR SALES, Ltd., 385-401, High Rd., Kilsburn, Maida Vale 6888-9. [C1072]

A CRES offer:
1951 Austin A40, grey with blue Dunlop upholstery, all small mileage, heater, sun roof, from £550.
1952 Austin Somerset, 7,000 miles only, heater.

A USTIN A40, beige, fawn leather, heater, one owner only; £500.
A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Macclesley 2211. [C1002]

C M MART, Ltd.
L ONDON Distributors
1953 Austin A40 Somerset saloon, heater, 10,000 miles; £575.
1948 49 Austin A40 Devon saloon, 18,000 miles; £450.

C M MART, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C1059]
N EWNHAMS, Ltd.
1952 (October) Austin A40 sports, heater, low mileage, one careful owner.
N EWNHAMS House, 255-7-9, Hammersmith Rd., London, W.6, Riverside 4646. [C3024]

G ATEHOUSE offer:—
1951 Austin A40 Devon saloon, black, heater, one owner, excellent condition; £325.—Galehouse Motors, Ltd., Highgate Village, London, N.6, Tel. Moutview 4444. [C2021]

B J. HUNTER, Ltd., offer:—
1952 A40 coupe very fast, exceedingly low mileage; £675.
B J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2, Tel. Gadstone 5503. [C2040]

H W. MOTORS, Ltd., offer:—
1953 Austin A40 Somerset, finished fawn, beige leather upholstery, fitted heater and sunshade roof, this car is in immaculate condition, mileage 7,000; £665.—H.W. Motors, Walton-on-Thames 2404-5-6. [C2042]

H EART & Co., Ltd., offer:—
1950 A40 Devon de luxe saloon, in very nice condition throughout; £495—102, London Rd., Kingston-on-Thames, Tel. 3546. [C1061]

P HILIP RICKARDS, Ltd., offer:—
1951 Austin A40 Devon saloon, green, 10,000 miles heater, part exchanges, deferred terms.—4 Brick St., Park Lane, London, W.1, Grosvenor 4772-5. [C5051]

H A. SAUNDERS, Ltd., offer:—
1951 Austin A40 saloon, grey with blue upholstery, radio and heater, recorded mileage 7,500; £575.
1950 Austin A40 saloon, olive green with brown upholstery, heater, recorded mileage 26,100; £515.
836—E42, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

C H. RICKARDS, Ltd., offer:—
1953 (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, taxed, one owner; £675.
A LSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.
56 Baywater Rd., W.2 (next door Llantrache Gate Tube Stn.) 5 mins. from Marble Arch. [1920]

C H. RICKARDS, Ltd., offer:—
1953 (July) Austin A40 Somerset coupe, finished grey, fitted heater, one owner, 2,300 miles, taxed as new; £675.
A LSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.
56 Baywater Rd., W.2 (next door Llantrache Gate Tube Stn.) 5 mins. from Marble Arch. [1920]

AUSTIN A40

C M-I CAR SALES (1911 1624) offer:—
1953 Austin Somerset, black, sliding roof, heater, THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd. N.W.5. [C1051]

A ANDOVER MOTOR CO., Ltd., offers:—
1949 A40 saloon, dark green with beige leather, in beautiful condition; £475.—Andover, Hants, Tel. 2405. Open week-ends (Sundays inspection only). [C1063]

M ARBLE & MEBLES, Ltd. (Est. 1893), offer:—
1949 Austin A40 Devon 4-door saloon, grey, leather upholstery to match, heater, small mileage, one owner, taxed December; £525.—The Broadway, Mill Hill, N.W.7, Tel. Maida Vale 6888-9. [C3012]

C OOMBS & SONS (GUILDFORD), Ltd., offer:—
1952 Austin A40 Devon saloon, green with beige leather, radio and heater, 12,000 miles, one owner since new; £595.
C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 5287-8-9. [C1057]

1952 Austin A40 Somerset, black, heater, low mileage; £685.
1950 (January) Austin A40 Devon, black, heater; £525.—Halls (Finchley), Ltd., Osborn Parade, North Finchley, London, N.12, Tel. Hillside 1044. [1495]

A USTIN A40 Somerset saloon, registered August 1952, heater, one owner; £625.—Below.
A USTIN A40 saloon, registered March 1951, one owner, sliding roof and heater; £550.
G EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Euston 4466. [C3053]

1951 Austin A40 saloon, one owner, immaculate condition throughout; £545.—Below.
1950 Austin A40 saloon, one owner, excellent condition; £495.—Below.
1949 Austin A40 saloon, one owner, recaptured, perfect condition throughout; £445, h.p. and exchanges.

1951 Austin A40 saloon, radio and heater, excellent condition, three months' guarantee.
C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.5, Finchley 6256 (5 lines). [C1061]

1952 Austin A40 saloon, one owner, as new; £565; 3 months' guarantee, terms and exchanges.
J ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

£475 Austin A40 saloon 1949 (December) grey, loose covers, heater, one careful owner.
F ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gadstone 2234. [C2008]

1952 A40 sports, blue, perfect, 24,000, heater; £550.—Betty, Hambleton, Belfry, Yorks. [2108]

495 ens—Austin A40 1951 Devon saloon, black, leather, heater, one owner, excellent condition, terms; exchanges.—Rowland Smith, below.
445 ens—Austin A40 1950 Devon saloon, grey, sliding head, leather, heater, one owner, excellent condition, choice of 6 A40s, terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 Austin A40 Somerset, beige, heater, one owner; £655.—Vandervell's, 215, Haverstock Hill, N.W.5, Primrose 4441. [134053]

1949 Austin A40, one owner, very nice; £690.—Smith and Hunter, Ltd., 276, Kensington High St., London, W.14, Tel. Western 2512. [C4019]

1953 Somerset, black, red leather, 4,000 miles only, condition as delivered, heater, sun roof, covers; £650 (private)—Laburnum 4967. [2104]

1951 (November) A40, sole owner going abroad, low mileage, usual accessories, perfect; £510.—Box 1490. [2142]

1951 Austin A40 Devon 4-door saloon, black, one owner; £525.—Promenade Motors, 479, Green Lane, Palmers Green, London, N.15. [11694]

1952 Austin A40 saloon, black with brown leather, well maintained; £595.—Stratford, Ltd., 40, Berkley St., W.1, Mayfair 4464. [C2052]

1949 Cox's Motors, 11-15, Conduit St., Leicester, Tel. 60119. [C1059]
1950 A40 saloon, excellent condition, heater, £525.—H. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

1950 Austin A40 saloon, excellent condition, guaranteed; £485, exchanges, terms.—Palmer's, 5, Russell Gardens Mews, Kensington, W.14, Park 9704. [C5054]

A40 1951, very clean and sound; £545, terms, ex. h.p. heaters.—Portland Sports Autos, Meadowhead Garage, 136, Meadowhead, Sheffield, S. Tel. 45212. [1942]

1952 A40 Somerset saloon, green, brown top, heater, underside, mileage 15,000, excellent condition; £640; private sale; Kent area.—Box 1490. [2146]

£415—Austin A40 Dornet saloon, 31-8-48, excellent condition.—Wood, The Cleeve, Rodbourne, Malmesbury, Wilts, Tel. Malmesbury 3260. [2094]

1953 A40 Somerset, sliding head, complete with heater, fog lamp and in excellent condition; £425.—H. A. Beudens (Haddett), Tel. Haddett 5011. [C4005]

A40 Somerset, spotless, genuine 10,000; £650, terms, exchanges.—Portland Sports Autos, Meadowhead Garage, 136, Meadowhead, Sheffield, S. Tel. 45212. [1942]

J DAVY offers 1955 A40 Somerset saloon with heater; £645—180-184, Kensington High Rd., (Western 9641); and 215, Brompton Rd., S.W.3 (Ken. 1100). [10069]

A40 Devon, late 1949, heater, radio and works in excellent condition; £665, terms.—Portland Sports Autos, Meadowhead Garage, 136, Meadowhead, Sheffield, S. Tel. 45212. [1940]

1951 A40 Austin Devon saloon, dark green, mileage 9,000, spare tyre unused, heater, sun roof, one owner, as new; £555.—Bulford, Eastbourne House, Lynnhill, Surrey, Tel. 271. [12110]

P RIDE & CLARKE, Ltd.—1951 Austin A40 saloon, olive green, brown leather, 18,000 miles; £529; 1950 Austin A40 saloon, olive green, 1949, grey, beige leather, heater, £459, three months' guarantee, terms, exchanges, jobs.—Brookvale Rd., S.W.9, Brixton 6251. [C5060]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1952 model A40 sun saloon, heater, unconditioned, fully guaranteed at 12,000 miles, immaculate condition; 555s; terms, exchanges—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 6997-9. (C1212)

1953 (June) Austin A40 coupe, black, red interior, radio, heater, mileage 3,000, as new; £265, exchanges; deferred terms. John S. Trueman, Ltd., 178, Westbourne Grove, W.11. Bay. 4274. (C4035)

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, heater, excellent condition; £425.—39, College Crescent, Hampstead, N.W.5. (Swiss Cottage) Tube, Pri 5914. (C4006)

GUY ALFRED & Co., Ltd.—1952 Austin A40 Somerset set drop head fourseater; 1952 Austin A40 Somerset saloon, heater; £565.—6-7, Warren St., W.1. Euston 3268. (C1005)

1951 (Oct.) Austin Devon sal., sc. change, grey, heater, sunroof 15,000 miles, quite exceptional condition; £575.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 5061. (C5043)

1952 Austin A40 saloon de luxe, fitted heater, finished grey, regularly serviced, carefully driven; £565.—Pantiles Service Garage, London Rd., Guildford 5826. (C5035)

1952 (November) Somerset, blue sunshine saloon, 8,000 miles, heater and loose covers, genuine mileage, immaculate throughout; £675.—Campbell Symonds, Wembley 6262. (C1037)

1951 Austin A40 sun saloon, one owner, beautiful condition both mechanically and in appearance; £525.—Bruce France, 88, Cromwell Mews, South Kensington, W.8. 0515. (C5014)

1952 Somerset, 9,000 miles, one owner, unmarked, fitted heater; also December, 1951 O.S. Devon, low mileage, in new condition; £550; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2961. (C4004)

1952 Somerset saloon, negligible mileage, one owner, really immaculate, guarantee; £640, full Austin price, new and used, on view.—H. A. Saunders, Austin H. Ave., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1949 (December) Austin A40 Devon saloon, grey/blue leather, nice car throughout and thoroughly recommended; £450.—Garage Service Co., Ltd., 1031, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 9692 or 7006. (C2019)

1950 (August) Austin A40 saloon, genuine 18,000 miles only, one owner, finished dark green, brown leather, heater taxed December, as new; trade enquiries welcomed.—Motourists (London), Ltd., Ot. North Rd., East Finchley Station, N.2. Tudor 2501-2. (C5018)

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, flocked covers, taxed December; £580; trade enquiries welcomed.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C5018)

1946 (11—) Austin A40 saloon, late 1949, 4-door Devon model, purchased locally from executors of late owner; this car has not been used since June, 1951, owing to protracted illness; the total recorded mileage is obviously much lower than most other 1949 models; cellulose original and opto-stereo showing practically no signs of wear; whilst unused, this car has been carefully stored and protected against any possible deterioration. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1095)

Austin A40 Cars Wanted

THE CAR MART, Ltd., EUSTON cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. (0955/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

FULL value paid for A40 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

PRIVATELY owned A40—53, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

A. PETO, Ltd., 42 North Audley St., W.1. wish to purchase immediately late model Austin A40, May 5061. (W5043)

CASH immediately for good Austin.—Details, please, to H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

AUSTIN TWELVE

AUTOMOBILIA, Ltd., offer:—AUSTIN 12-4, Dec. 1946, 4-door de luxe sunshine saloon, black, brown hide, one owner, excellent condition; £395.—Pippbrook Garage, Dorking 5891. (2039)

H. A. SAUNDERS, Ltd., offer:—1946 Austin 12 saloon, black with brown upholstery; £435. (C2027)

836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

1946 Austin 12 saloon, excellent cond., 2,000 since complete engine overhaul; £390; taxed. Ranger Airtrade Ltd., Croxson Airport. (2015)

1948 Austin 12 de luxe saloon, 2015 another registered 1950; £395.—Traynor Motors, 135, High St. South, East Ham, Grangeview 2530. (C4032)

1953 (June) Austin 12-4 Ascot saloon, reconditioned, retimed, good tyres, mechanically excellent. Autocoles, 68, Hartley Rd., Wimbledon, S.W.19. Liberty 4825. (C9067)

AUSTIN TWELVE

1937 Austin 12 black with brown leather upholstery, engine overhauled; £175.—Macaulay 2211. (C1062)

ROY'S offer 1959 Austin 12 saloon, condition unrivalled, only wants seeing; £295; h.p. and exchanges.—Rorys Automobiles, Ltd., 127, Parkway, N.W.7 (near Camden Town Tube Station), Euston 2700 and 2994. (C5059)

395 (11—) Austin 12 1947 saloon, black, brown leather, one owner, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4016)

1951—Austin 12hp Ascot 4-door saloon, 1959, a really attractive example of this very popular late pre-war series, the whole car definitely in much above usual condition, excellent coachwork in dark blue, good tyres, very sound engine, good on petrol; choice of two others from £265. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

Austin Twelve Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

R. F. FUGGLE, Ltd., AUGUST, 1948, guaranteed mileage 27,000, owned by one family since new, radio and heater, chassis and coachwork splendid; £475. (C2017)

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Austin 16 saloon, colour green with brown leather, heater and radio, etc.; £485. COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6207-8-9. (C1097)

1948 Austin 16 de luxe saloon, heater, one owner, excellent condition; £435. REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (1702)

HEARSE, Austin 16hp. Brand new early delivery brochures posted with price list. ALPE AND SAUNDERS (COACHBUILDERS) LTD., Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (1756)

1948 Austin 16 saloon, black with brown leather upholstery, reconditioned engine, immaculate condition throughout; £465. MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgeware Rd., N.W.3. Col. 8962. (C2004)

1946 (11—) 1936 Austin 16 saloon de luxe, excellent value; 3 months' guarantee; hire purchase, exchanges. Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1939 Austin 16 saloon, magnificent, guaranteed; £195, payments.—Vaughan, 17, Astwood Mews, S.W.7. Pri. 1319. (C4038)

1948 Austin 16hp saloon, black, brown leather, heater; £415.—Vandervell, 215, Haverstock Hill, N.W.2. Primrose 441. (C4087)

1948 Austin 16 saloon, excellent condition, black with brown; £425.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1948 Austin 16, 1948, green/brown leather, car in immaculate condition throughout; £455.—Mack Motors, Ltd., Elmbridge 5974. (2172)

1948 Austin 16 1947 model sal., tip-top performance, very good tyres, particularly attractive; many others. BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Eolland Park Tube). Exchanges, H.P. (C1017)

1948 Austin 16, 26,000 miles, one owner, terms and exchanges.—Broadway Motors, 67, High St., Hounslow Hou 0175. (C1028)

1948 Austin 16 sun saloon in superb condition, interior like new, genuine leather at £455.—Northway Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

J. DAVY offers 1948 Austin 16, radio, heater, 20,000 miles only; £495.—180-184, Kensington High St. (Western 9641); and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)

1948 Austin 16 sun saloon, black/brown leather, heater, excellent condition; £460; guaranteed. O. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. (C5053)

1948 (Sept.) Austin 16, one owner, black/brown leather, heater, exceptional condition; completely reconditioned; taxed December, '53. £445.—Cheesman & Edwards, Ltd., Caterham 1056. (2078)

HEARSE (Unregistered) Latest 6-bearer streamline Deluxe Coachwork, also 4-bearer full Deck, lavish equipment, outstanding quality. £1185. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006/1)

1948 Austin 16 de luxe sun saloon, genuine 27,000 miles only, private owner, finished black, radio, heater, taxed December; £475; trade enquiries welcomed.—Motourists (London), Ltd., Ot. North Rd., East Finchley Station N.2 Tudor 2501-2. (C5018)

HIRECAR Limousine (registered August 1953), partition, forward occasional, leather, genuine mileage 560, unblemished, opportunity. £575. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

AUSTIN limousine hire cars required by Higgins 2, Churchill Grove, Wallasey, Cheshire. State price and year. Wallasey 2211. (1801)

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., EUSTON cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. (0955/R)

AUSTIN A70 & A90

ACRES offer:—1951 Austin A90 saloon, black, unmarked and as new; £650. ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

THE CAR MART, Ltd., LONDON Distributors. 1953 Austin A70 Hereford saloon, heater, 100 miles; £635. 1951 Austin A70 Hereford saloon, heater, 18,000 miles; £575. 1952 Austin A90 Atlantic saloon, radio, heater, 21,000 miles; £695. 1950 Austin A90 Atlantic convertible, heater, 27,000 miles; £550. (C1039)

THE CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

RAYMOND WAY, 1953 Austin A70 Hereford saloon, heater, 100 miles; £635. 1951 Austin A70 Hereford saloon, heater, 18,000 miles; £575. 1952 Austin A90 Atlantic saloon, radio, heater, 21,000 miles; £695. 1950 Austin A90 Atlantic convertible, heater, 27,000 miles; £550. (C1039)

THE CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

RAYMOND WAY, the hire-purchase specialists. 1949 Austin A90 all electric convertible coupe, extremely immaculate throughout, recent engine overhaul, fitted radio and heater, a model in short supply; 549s. (C1039)

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RAYMOND WAY, the hire-purchase specialists. 1949 Austin A90 all electric convertible coupe, extremely immaculate throughout, recent engine overhaul, fitted radio and heater, a model in short supply; 549s. (C1039)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1953 Austin A70 Hereford saloon, fawn, brown upholstery, 5,000 miles only, fitted radio and heater. £795.—Premier Motor Co., Aston Rd., Birmingham, 6. Ast. 3271. [C2028]

£595—1950 Austin A90 saloon, cream, black leather, radio, heater, low mileage, very delightful car, guaranteed.—Kings Motors, 1, Elkh St., Hounslow, Tel. 3552. [C2049]

1952 Austin A70 Hereford, green, brown interior, radio and heater, 8,000 miles only, perfect throughout. £700.—Premier Motor Co., Aston Rd., Birmingham, 6. Ast. 3271. [C2050]

1950 Austin A70 Hereford, green, brown interior, radio, Rimmelishers, fog lamp, reverina lamp, excellent condition. £565.—K. J. Motors, Ltd., Bromley, Ravensbourne 5456-7-8-9. [C2051]

1951 Hereford, colour blue, mileage 1,400, in showroom condition, fitted seat covers. £585.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. [C4051]

£650—October, 1951, Hereford, 22,000 miles, one owner, black, brown hide, heater, unmarked, terms, exchange.—G. S. Hall, Ltd., 302, King St., Hammermith, W.6. Riverside 2581. [C2051]

*** Exceptional opportunity, A70 Hereford saloon, heater, unconditionally guaranteed, 7,500 miles, used only 9 months, indistinguishable from new. 585ms; terms, exchange.—Home and Overseas Motors, 160, Finchley Rd. N.W.5, Hampstead 0087-9. [C2052]

1953 Austin A70 Hereford, black, brown upholstery, low mileage, many extras including radio, heater, windscreen washer, twin spot lamps, Rimmelishers, etc., in immaculate condition throughout. £510.—Premier Motor Co., Aston Rd., Birmingham, 6. Ast. 3271. [C2029]

Austin A70 and A90 Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1

TELEPHONE: Euston 1212

A90 saloon wanted, private, must be immaculate, one owner car.—Box 1520. [C1055 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.5. Ham. 6041. [C2053 R]

AUSTIN EIGHTEEN

£222—1956-7 Austin 18 limousine, full 7-year guarantee; hire purchase, exchange. L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground). [C2052]

£195—Austin 18hp long chassis York 7-seater, 1957, nicely upholstered in leather front and rear, the whole car in neat and tidy order, occasional, etc. [C2053]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

ROY'S offer 1956 Austin 18 Norfolk saloon, taxed, £235, h.p. and exchange.—Roy's Automobiles, Ltd., 127, Park Rd. N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C2055]

LIMOUSINE, 1957, partition, forward occasional, leather, wonderful condition, certified mechanically, black, £295, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

C
M

THE CAR MART, Ltd., London distributors wish to purchase Austin 18 cars.—297 Euston Rd., N.W.1 Euston 1212. [C1056 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.5 Ham 6041. [C2054 R]

7-PASSENGER privately owned 1957/58/59 Limousines. Also saloons, urgently required, cash waiting. A & S, 2 Providence Court, North Audley Street, Mayfair-2941. [C1006]

AUSTIN TWENTY

1933 4-5 25hp Austin Hanelash limousines; what offers?—Box 1448. [C1994]

1936 7-9 25hp Austin Mayfair limousines; what offers?—Box 1449. [C1995]

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A125 Sheerline saloon, 25,000 miles; £795. [C2056]

1949 Austin A125 Sheerline saloon, 29,000 miles; £675. [C2057]

1950 Austin A135 Princess saloon, 23,000 miles; £935. [C2058]

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1 Euston 1212. [C1059]

SCOTT CARS offer:—
1951 Sheerline, radio, heater, one owner, immaculate; £795.
SCOTT CARS, 347, Finchley Rd., London, N.W.5, Hampstead 2109/9676. [C2060]

CHARLES RICKARDS, Ltd., offer:—
1950 (Sept.) Austin Sheerline saloon, finished black 22,000, res. chauffeur maintained, exceptional condition; £725.
Also a good selection of genuine low-mileage cars, offered with 3 months' guarantee.
56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C2050]

AUSTIN A125 & A135

H. A. SAUNDERS, Ltd., of Worcester.

1952 Austin Sheerline saloon, black with beige leather, radio and heater, 9,000 miles only. £395. [C2061]

AUSTIN House, Worcester. Tel. 2358. [C4005]

GUY SALMON AUTOMOBILES offer:—

1953 (October) Austin Sheerline saloon, black beige leather, works mileage 200 only, a new car at a saving of nearly £300 under current list. £1,495. [C2062]

1952 Austin Sheerline saloon, black beige leather, 7,000 miles from new, one owner, virtually as new condition; £1,050.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

HILLWOOD MOTORS—1952 Austin Sheerline, radio, heater, £895.—Tel. Mill Hill 4252. [C2063]

H delivery brochures posted please write
ALPE AND SAUNDERS (COACHBUILDERS) LTD
Head Office Here Enquiries, Station Approach, Kew Gardens, Richmond 1161. [C1972]

HILLWOOD MOTORS—1950 (Sept.) Austin Princess, one owner, radio, heater; £1,095.—Tel. Mill Hill 4252. [C2064]

1952 (April) Austin Sheerline saloon, grey, radio and heater, mileage 20,000, one owner, taxed, £950.—F. Maidens, Sheelwood, Lincs. Tel. 155. [C2065]

1949 Austin Sheerline saloon, black with beige leather, low mileage, immaculate, £695.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4494). [C2066]

1949 (November) black Sheerline saloon, radio and heater, genuine mileage 28,000, immaculate throughout. £675.—Campbell Symonds, Arnold 2246. [C1057]

1950 Austin Princess, black, immaculate condition, £825.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 3228 (5 lines). [C1050]

CAMDEN MOTORS offer—1950 Austin Sheerline saloon, a genuine one owner car (previously owned by business executive), superb appearance and in every way a most outstanding specimen, fitted built-in radio and heater, nominal mileage, £695. [C2067]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

1950 Sheerline saloon, grey, grey hide, sun roof, radio, heater, small mileage unblemished throughout, first-class mechanical condition; £735; 5 months' written guarantee, free after-sale service, exchange, deferred.—Harold Binions, Ltd., 57-60, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes trolley East Finchley Tube), Finchley 9952-55. [C1055]

LIMOUSINES, 1951-1952, selection partitioned Sheerlines, forward occasional, leather also cloth, low mileage unblemished carriages, selection—£1,195, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin A125 and A135 Cars Wanted

T
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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1

TELEPHONE: Euston 1212

1949—50 Austin Sheerline limousines, 7-passenger, Box 1447. [C1993]

URGENTLY wanted for immediate use, three Austin A125 Sheerline limousines.—Golly's Garage, Earl's Court Rd., S.W.5. Fr 5575. [C1019]

Austin Miscellaneous Cars Wanted

R
O

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.5 Ham 6041. [C2055 R]

OSBINE wanted.—Smith's 86 Chalk Farm Rd., N.W.1 Gul 2767. [C1062 R]

MARSTON MOTOR CO. for your Austin.—Tel. 2266. [C1063 R]

HATTONS will buy all post-war Austin models, distance no object.—Lord St., Southport. Tel. 2266. [C1064 R]

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 255. [C1041 R]

Austin Spares and Service

A
F

FIRST-CLASS service for Austin replacement units and vehicle parts: pre-war and post-war spares in stock; open Saturday 9 a.m. to 5 p.m.; night service available.—Wimborne Motor Works, Ltd., Main Parts Stockists, 29 High St. S.W.19. Wim. 0125. [C1041 R]

NORMAND, Ltd.,
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 305-9, King St., W.6. Riv. 3665. [C1029]

C. O. NORMAN & Co.
AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [C1071 R]

THE CAR MART, Ltd.
LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6590); and at 16, Ukridge Rd., Ealing, W.9 (Ealing 6717); and 352, Streatham High Rd., S.W.16 (Streatham 7751). [C1060 R]

Austin Spares and Service

FOR Austin spares and replacement units.—Bands, Burnham Bucks 84. [C1065 R]

AUSTIN 7 spares, any year, any part, largest stockists in U.K. exchange units.—Tiv Northwood's first—44-47, Newington Causeway, S.E.1. Hip 2832, 2833. [C1072 R]

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshaft, blocks, dynamos, etc., s.a.s. for list.—Withams 15 Braham Hill, S.W.12 Battersea 5290 5769. [C1066 R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Quirk, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Feltham Middlesex, Tel. Feltham 4274-5. [C1059 R]

PRYNN & STEVENS, Ltd., the South London Austin depot: full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2, Brixton 1155. [C1018 R]

BENTLEY (3½, 4½-litre and New 4½-litre)

H
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H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 4½ sports saloon, large boot, black with tan hide, 18,000 miles; £3,750. [C1057]

1952 4½ standard saloon, black with brown hide, 17,000 miles; £3,550. [C1058]

1951 Mk. VI standard saloon, black with two-tone blue hide, 57,000 miles; £2,950. [C1059]

1950 Mk. VI standard saloon, grey with pale blue hide, 62,000 miles; £2,540. [C1060]

1949 Mk. VI standard saloon, black with beige hide, 58,000 miles; £2,350. [C1061]

1948 Mk. VI standard saloon, green with brown hide, 62,000 miles; £1,995. [C1062]

1947 Mk. VI standard saloon, black and brown with brown hide, 52,000 miles; £1,995. [C1063]

1939 4½ Mulliner high-tailon sports saloon, two-tone grey with grey hide; £1,495. [C1064]

1939 4½ Coachcraft R/E pillarless sports saloon, black with beige hide; £1,250. [C1065]

1938 4½ Park Ward sports saloon, black with grey hide; £1,250. [C1066]

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal. [C1067]

H. R. OWEN, Ltd.,
17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C1052]

C
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CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, black, 4,000 miles; £5,250. [C1068]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly & Grosvenor St.) [C1069]

SCOTT CARS offer:—

1947 Bentley standard steel saloon; part exchange welcomed. [C1070]

SCOTT CARS, 347, Finchley Rd., London, N.W.5, Hampstead 2109/9676. [C1071]

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RIPPON BROS., Ltd.

THE Northern Bentley specialists offer the following first-class condition:—
1949 (Jan.) Mark VI standard steel saloon, black with blue leather upholstery, mileage 24,000; price £2,000. [C1072]

1951 (Feb.) Mark VI standard steel saloon, green with tan leather upholstery, mileage 51,944; price £3,250. [C1073]

1953 (April) standard steel saloon, grey with blue leather upholstery, mileage 5,000; price £4,000. [C1074]

*For further details apply to

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines), Also at Bradford, Leeds and Sheffield. [C1075]

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1950 (October) Bentley Mark VI, 30,000 miles only, radio and heater, very carefully maintained car; £2,700. [C1076]

A. CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 Tel. Maresfield 2211-2. [C1077]

J
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JACK OLDING, Ltd.,
OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—
1952 4½-litre large bore standard steel saloon, black, grey/red leather, one owner, 7,500 miles; £3,500. [C1078]

1952 4½-litre large bore standard steel saloon, two-tone grey, one owner, 18,200 miles; £3,550. [C1079]

1951 4½-litre large bore standard steel saloon, black, 19,000 miles; £3,250. [C1080]

1951 4½-litre standard steel saloon, 28,000 miles, one owner; £3,050. [C1081]

1951 4½-litre four-seater coupe by Park Ward, power operated head, 57,600 miles, one owner; £2,975. [C1082]

1949 4½-litre 2-door Countryman saloon, grey/pollished wood, 58,000 miles; £3,250. [C1083]

1949 4½-litre standard steel saloon, black/beige leather, one owner; £2,550. [C1084]

AUTLEY HOUSE, North Audley St., W.1. Mayfair 5242. [C1085]

METCALFE & MUNDY, Ltd.
1952 4½-litre Bentley standard steel saloon, 25,000 miles, grey with red leather upholstery, one title owner from new. [C1086]

280 Old Brompton Rd., S.W.5. Frenantia 5471. [C1087]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.,
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 6 p.m.
EXAMPLE:—1952 4-door lightweight saloon by H. J. Mulliner, painted grey with red hide upholstery, speedometer reading 12,000 miles; price £4,500.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 6 p.m. May, 7444. (C1062)

PB
1938 4½-litre Bentley (L.S.) Park Ward sports saloon, dark blue, dark blue leather.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7 Tel. Ken 9477/7478 (C5055)
RUSSELL MOTORS offer:—

1938 L.S. Series 4½ Bentley Park Ward saloon, exceptional mechanically, black with blue leather.
1936 3½-litre Mulliner 4-door sports saloon, excellent history, fitted H.M.V. Radiomobile.
ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 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1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 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2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BOND MINICAR

RAYMOND WAY.
RAYMOND WAY of Kilburn.
RAYMOND WAY. The Hire-Purchase specialists.
1953 Bond Minicar Mark C, practically new and unused, for immediate delivery. 2499s.
HIRE Purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.
RAYMOND WAY. Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.5 Ham. 6041.
PRIDE & CLARKE, Ltd., the Bond Minicar buyers. H.P. accounts settled, exchanges.—Stockwell, Rd. S.W.9. Brixton 6251. (10545/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond and trained service manager. No job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. (10827/R)

BRITISH SALMON

£90—British Salmon 12hp drop head coupe, 1934, very sound body, excellent tyres and running order; taxed.—37, Maple Way, Hookey (Nr. Colindale Surrey). (2182)

BRISTOL

L. F. WARD, Ltd.
1953 403 Bristol, new from stock.
1951 Bristol 401 saloon, fitted radio and heater, grey car.
L. F. WARD, Ltd., Orange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. (C04045)

1952 (April) Bristol 401 saloon, one owner, colour tailored cloth seat covers, special make, oil radiator, screen washer, Marchal log lamp, over £100 worth extras; this car has been most carefully maintained and driven since new; guaranteed total mileage 12,000. £1,975.
1951 Bristol 401 saloon, just fitted with 403 modifications, one owner, total mileage 39,000, black, grey leather, always maintained by us, £1,725. (A.F.N., Ltd., London Rd., Isleworth, Middlesex (Hounslow 0011). (C2015)

ANTHONY CROOK offers:—
1953 Bristol 403s, new from stock.
1953 Bristol 405, 3,000 miles, fitted 404 engine.
1951 Bristol 401, 17,000 miles; £1,750.
1950 Bristol 401, £1,650.

WE have a large stock of 400 saloons ranging from 1942 to 1950; these cars are all in first-class mechanical condition, your inspection is invited. Any make of used car taken in exchange, all spares in stock. Specially equipped works and Bristol trained staff. Delivery or collection anywhere free of charge.

ANTHONY CROOK, The Bristol distributor, Caterham Hill, Surrey. Caterham 2252-3. (C1063)
KEVILL DAVIES & MARCH Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. (C2054/R)
!! Chislehead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)
UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (10618/R)

1952 Bristol 401 saloon, 4,000 miles, as new. £2,095.—Gordon Cars (London), Ltd., 575, Euston Rd., London, N.W.1. Eus. 6611. (C2025)

Bristol Cars Wanted

B. J. HUNTER, Ltd.
FOR immediate purchase of your Bristol.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (W2040)
BARTLETT will pay more for good Bristol.—27a, Pembroke Villas, W.1. Bayswater 6525. (W1015)
CASH immediately for good Bristol.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.5 Ham. 6041.
P.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London, Rd., Isleworth, Middx. (Hounslow 0011). (10476/R)

B.S.A.

£199—10hp 2-seater, 1940, superb.—Value Cars, East Sheen, Prospect 7520. (1562)
B.S.A. three-wheeler, 1936, good running order, just relieved; £70 o.n.o.—Hyder, London Hospital, E.1. (1590)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.5 Ham. 6041.
P.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London, Rd., Isleworth, Middx. (Hounslow 0011). (10476/R)

B.S.A. Spares and Service

BASIL ROY, Ltd.—R.S.A. (Scout model) spares—comprehensive stock, wholesale and retail; 6550, Gt. Portland St., W.1. Langham 7755. (10144/R)

BUGATTI

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-5, offer:—
575 rebuilt regardless of cost and registered 1950, 2-seater sports, winner of many races, genuine 115hp, docile in traffic, fitted with 4 S.U. carburetors, in faultless order; £495. (C1001)
DISMANTLED ready for inspection, splendid vintage car, 33hp saloon in extraordinary condition; —Lemon Burton Lonsdale Rd., London, N.W.6. Maida Vale 1331. (10570/R)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. (10071/R)

BUICK

SIMPSON'S offer:—
RHD 1951 52 Buick 4-door saloon, radio, heater, all extras, black, 7,000 miles.
1952 Buick 2-door saloon, radio, heater, all extras, grey, low mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691. 5903. (C4015)
TAYLOR & CRAWLEY offer:—
1949 Buick Super Jet Buick Sedanette, 24,000 miles only, one owner, radio, heater, £1,175.
1949 Buick Roadmaster, with Riviera power-operated convertible, 4-door, black leather, radio, heater, very good condition throughout, £1,175.
33—Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5212. (C4036)

CYRIL SHEPPARD OF READING offers:—

1941 Buick Empire hard-top coupé, immaculate condition, £245.—Sheppards Ltd., London Rd., Reading, RG1 2JL. (12214)
1951 Buick 4-door saloon, right hand drive.—Below.

RHD 1947 Buick radio and heater, colour black, Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C2029)
1939 Buick convertible 51hp Special, r.h.d., steering column change, immaculate appearance, excellent condition, overhead, radio, sports, taxied; £525.—Bri. 1545. (1567)

VISITOR returning overseas has 1939 Buick Special saloon, 4-door, 50hp, mechanically sound and good appearance, £250 or nearest offer.—R. V. Coombs, 105, Eastern Avenue, Romford, Essex. (1969)
LIMOUSINES, 7-passenger, non-ex-hire, immaculate condition, price from £400, part exchanges, hire purchase, Lawton-Goodman, 153, Cricklewood Broadway, N.W.2. (C2022)

CAMDEN MOTORS for Buicks.—31hp Viceroy Super Eight saloon, April 1949, fitted built-in radio, heater, American loose seat covers, over-riders, steering column gear change, etc., a handsome stately car in excellent all round condition, recent mechanical overhauls include reconditioning of gear box, etc., £345.
CAMDEN MOTORS for Buicks.—Also two 1939 Viceroy saloons from £315.

CAMDEN MOTORS for Buicks.—We offer one of the very rare super eight (31hp) Carlton drop head four-door coupes, late pre-war series 1939-40 with gears on steering column, right-hand drive and upholstered throughout in best quality English leather, coachwork interior, hood and all six tyres are excellent, mechanical condition even more outstanding, equipped with built-in radio, windscreen wipers, this coupe cannot fail to appeal to discerning purchaser; £365.
CAMDEN MOTORS for Buicks.—Also a Super Eight right-hand drive coupe with special Fisher bodywork at £295.

CAMDEN MOTORS for Buicks.—Super Eight Pullman limousine, 1936, in first above average condition for a car of its year and one which would indeed not disgrace any first-class post-war hire fleet, excellent coachwork and interior which has been superbly maintained, widest screen, winding division, this coupe powerful and almost silent engine, six excellent Fort Dunlop tyres; £295.

CAMDEN MOTORS for Buicks.—Super Eight Pullman limousine, 1937, another specimen car in almost unbelievable condition for its year, widest occasional, winding division, etc. coachwork and interior and tyres all excellent; £275.
CAMDEN MOTORS for Buicks, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. (C1035)

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/5903. (W4015/R)
JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)
7-SEATER private 1937-38 Limousines required, cash waiting. Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

SOLE concessionaries, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

Buick Spares and Service

BUICK sole concessionaries, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Ezer 7911. (10141/R)

CADILLAC

1951—52 Cadillac 4-door saloon, Hydramatic, 16,000 miles, black, 16,000 miles, cash.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691/5903. (C4015)

1939 60 special 4-door saloon, also 7-seater limousine, both black, specimen cars.—Below.
1949 Cadillac convertible Below.
1950 (November) 62 model 4-door saloon, 15,000 miles.
1951 Cadillac 60 special 4-door saloon.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

1952 (later) Cadillac Golden Anniversary power operated convertible, 4,000 miles, one owner, 190 bhp engine—Taylor & Crawley, 55, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. (C4036)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/5903. (W4015/R)
JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)
SOLE concessionaries, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10004/R)

Cadillac Spares and Service

CADILLAC sole concessionaries, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Ezer 7911. (10012/R)

CHEVROLET

SIMPSON'S offer:—
RHD new Chevrolet saloon, 4-door, radio, heater, all extras, black, 1,388 miles.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691/5903. (C4015)
METCALFE & MUNDY, Ltd.
1952 Chevrolet de luxe saloon, 8,000 miles, all extras.
CHEVROLET 1950 saloon, one owner, 25,000 miles, heater, radio, as new throughout.
280—Old Brompton Rd., S.W.3. Frenantle 5471. (C7064)
B. J. HUNTER, Ltd. offer:—
1950 Chevrolet de luxe saloon, immaculate condition, fitted heater, covers, etc.; £695.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C2046)
1949 Chevrolet Styleline 4-dr saloon, radio and heater, r.h.d., £1,195.
CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties) 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 5508. (C1027)
RHD Chevrolet 4-door saloon, 2,000 miles only.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4026)

1948 Chevrolet de luxe estate car, 35,000 miles, with one private owner, £395.—Taylor & Crawley, 55, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. (C4036)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/5903. (W4015/R)
BEL AIR model Chevrolet, also 4-door de luxe saloon, with Powerglide.—Peters, Loughwood Lodge, Lonsdale Heath, Nr. Chertsey, Surrey. Tel. Heath 117. 9-6. (12192)

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties, require good Chevrolet cars.—Upper St., Martin's Lane, W.C.2. Temple Bar 5508. (W1027/R)

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Temple Bar 5508. (C1027/R)

CHRYSLER

SIMPSON'S offer:—
1949—50 Chrysler New Yorker saloon, radio, heater, all extras, black, 25,000 miles.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691/5903. (C4015)

R.H.D. 1951-2 Chrysler Windsor sedan, fluid matic transmission.—Valentine 4674 after 6.
1936 Chrysler Windsor 4-door, fitted rear window and overdrive, bargain; £110.—Macclesfield 2211. (C1002)

1952 Chrysler Windsor de luxe right-hand drive, 9,000 miles, £2,500.—Gordon's Cars (London), Ltd., 547, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)
£165—overdrive, black, hide interior, excellent runner, £65 down.—Ray Motors, 180-181, West End Lane, N.W.6. Hampstead 6390. (C1014)

1950 Chrysler Windsor saloon, fluid drive, radio and heater, r.h.d.; £1,595.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 5508. (C1027)

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.
CHRYSLER distributors will purchase all types of Chrysler vehicles.—50, 52, Bezzar Rd. West End Lane, N.W.6. Maida Vale 2155. (10645/R)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.5 Ham. 6041. (W4018/R)

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.
CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59, 65, Bezzar Rd., N.W.6. Maida Vale 2155. (10495/R)
CHRYSLER Specialists, comprehensive spares, engine and exchange units for all models.
CHURCH ROAD ENVO Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 57271. (10644)
CHRYSLER Specialists, repairs, spare parts, engine service.—L. A. Mitchell (Motors), Ltd., Balfour High Rd., London S.W.12. Tel. Balfour 2251. (10611/R)

CITROEN

CAR MART, Ltd.
1948 Citroen Light 15 saloon, heater, 24,000 miles; £495.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1033)
H. W. MOTORS, Ltd. offer:—
1949 (model) Citroen Light 15, finished black with beige leather upholstery, fitted many extras, manual, heater, one owner, 24,000 miles, £595. Thames 2404-5-6. (C2042)

CHARLES POLLETT, Ltd. offer:—
1949 (Dec.) Citroen Big 6-cyl., right-hand drive saloon, sun roof, green, beige upholstery, radio, heater, one owner, 24,000 miles, £595. 18, Berkeley St., W.1. Mayfair 6264. (C2042)

SERVICE Works and Stores, Barnside Yard, Egin Ave., W.9. Cunningham 5596. (C2010)

1951 Citroen Light 15 saloon, small mileage; £735.—Below.
1951 Citroen six saloon, 9,000 miles; £865.—Gordon's Cars (London), Ltd., 575, Euston Rd., London, N.W.1. Tel. Eus. 6611. (C2643)
1953 Citroen de luxe, 700 miles; £795.—Mansfield Autos, Ltd., Euston 2567. (C3061)
1951 15hp Citroen saloon, 27,000 miles, black and red, taxed; £475.—Woking Motors (Mansfield) Ltd., Woking 1928. (C4057)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

A SELECTION of post-war Light 15s from £425; 6-cyl saloons from £625.

ONLY first-class examples are offered.

OFFICIALLY appointed Citroen agents.

NEW models from stock.

EXCHANGES: deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay 4274. (C4035)

RICHARDS & CARR, always best value.

1949 (September) 6-cylinder saloon, gummetal, sliding roof, one owner; £595.

1949 6-cylinder saloon, left-hand drive, recent complete overhaul, immaculate; £425.

1948 Light 15 de luxe saloon, recent engine and transmission overhaul, smart, black; £495.

35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

1946 Light 15 saloon, in immaculate condition; £550—Clairmonte Bros., Shanklin Rd., London, N.6. Mountview 5285. (C1056)

1950 Citroen Light 15 de luxe saloon, 23,000 miles, in most immaculate condition throughout, fitted radio, heater, black, red leather interior a really beautiful example; £560.

MAIDSTONE ENGINEERING CO., Cross St., Pen-dleton, Salford 6, Manchester. Pen 3457. (C3000)

595 6-cylinder Citroen Light 15, 1951 sports saloon, sun-metal, sliding head, leather, one owner, exceptional condition; terms, exchanges—Rowland Smith, below.

395 6-cyls.—Citroen Light 15, 1947 sports saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ROSE & YOUNG, Ltd., offer 1952 Citroen Light 15, low mileage, fitted extras, grey; £665—65-69, Stenhouse Ave., Brixton Hill, S.W.2. (1 minute from Brixton Hill Station). Tulse Hill 6464. (C3057)

KENTISH & THOMSON, Ltd.—1951 Light 15 saloon, sliding head, black with red upholstery, 8,000 miles, exceptionally fine order; £625; part exchanges welcomed—504-0, Wickham Rd., Shirley, Croydon, Spring-wood 3477. (C2047)

1947 Citroen Light 15 saloon, black, red leather, appearance and mechanical condition equal to a 1953 model; £450; 3 months' written guarantee, service after-sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Road, East Finchley, N.2 (at North Circular Cross Road, 3 minutes trolley, East Finchley Tube). Finchley 0052-55. (C4065)

HINDHEAD MOTOR WORKS, Ltd., offer: 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, excellent condition throughout; £755; 1950 model Light 15 green with beige upholstery; £595; 1949 Citroen Light 15, black with red upholstery; £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 665. (C2061)

Citroen Cars Wanted

C THE CAR MART, Ltd., wish to purchase Citroen cars—150, Park Lane, W.1. Grosvenor 3434. (0172/R)

R ROWLAND SMITH's, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

ACE SERVICE STATION (LONDON), Ltd.

A The Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

N 1500 Circular Rd., Stonebridge Park, W.10. E 8 ear 5565 15 lines. (W4018/R)

FULL value paid for Citroen or similar.—54, Streat-ham Hill, S.W.2. Tulse Hill 2676. (W5016)

REALLY good second-hand Citroen required.—Cobn, 30, Harley House, W.1. (W1016)

WANTED, Citroen 15 late post-war; immediate cash.—29, Pinetree Ave., Leicester 66007. (2103)

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hind-head Motor Works, Ltd., Hindhead, Surrey. Tel. 665. (W2061)

CITROEN—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay 4274. (W4035)

Citroen Spares and Service

SOUTH of the Thames.

B SALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 8131-2. (0187/R)

THE BRADINLEY MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds 6, Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. (0061/R)

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showroom—242-244, Brompton Rd., S.W.3; Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, W.1. Tel. 8144. (0218/R)

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4863—Citroen parts, reconditioned drive; trains 48-hr. service. (1906)

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning; Woodford New Rd., Woodford Green, Essex. Buckhurst 6017. (0746)

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. (0746)

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Row 2284); specialists on Citroen body repairs and mechanical overhauls, swivel seats reconditioned 48-hr. all spares stocked. (0685/R)

CONNAUGHT

1953 Connaught 2-seater sports 1,330 miles, amazing bargain; £745.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

CORD

SWANMORE GARAGE offer:—

1937 Cord supercharged saloon.

1937 Cord supercharged d.h. coupe.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43344. (C4024)

DAIMLER

CAR MART, Ltd.

1951 Daimler 2½-litre Special Sports drop head coupe, radio, heater, 10,000 miles; £1,375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (C1054)

GATEHOUSE offer:—

1935 Daimler 15 saloon, black; £125.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

R. F. FUGGLE, Ltd.

1951 Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue; £1,335.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 165. (C2017)

TOM GARNER, Ltd., offer:—

1951 series Daimler 2½-litre Consort saloon, black TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

MASCOT MOTORS, Ltd., offer:—

1939 4-litre Straight Eight Daimler with special Prestone & Webb semi razor-edged sports saloon body, an exceptionally pretty car in excellent condition, price £485.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Lad-broke Grove, W.8. Adrocks 1251-2. (C3007)

GUY SALMON AUTOMOBILES offer:—

1953 (August) Daimler Consort saloon, silver grey and leather, H.M.V. radio and numerous other extras, a virtually new quality car and a saving of approximately £200; price £1,595.—Portsmouth Rd., Thames Ditton. Emblebrook 5551-2-3. (C4001)

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Empress by Hooper (1952) steel grey with maroon leather, maintained as new; £2,590.

DAIMLER 2½-litre special coupe by Barker (1951) duo-grey with red leather, low mileage, most attractive; £1,495.

DAIMLER 2½-litre Conquest saloon (1953) maroon with red leather, low mileage, as new; £1,595.

DAIMLER 2½-litre Consort (1951), green with green leather, radio, 12,000 miles only; £1,095.

DAIMLER 2½-litre saloon (1950), black with green leather, most attractive; £925.

DAIMLER 2½-litre saloon (1948), black with red leather, in good condition throughout; £750.

DAIMLER 4½-litre Limousine (1937), blue with cloth to rear, roomy 7-passenger in excellent condition; £495.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 7404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) (C4022)

DAIMLER 2½-litre 4-door sports saloon, 1939-40 DB 15—Others Box 1467. (2159)

CASS'S MOTOR MART.—1952 Daimler Consort Barker coupe, 12,000 miles; £1,100.

1939 Daimler 2½-litre saloon, blue, unblemished, genuine 40,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Weymouth 481-2-5 offer. (C1001)

1947 Daimler 2½-litre saloon, black, red leather upholstery, excellent order throughout; £605.

1953 Daimler Conquest saloon, one owner, black/green leather, 1,600 miles; £1,375.

1951 Daimler Consort saloon, black/red leather, heater, radio, loose covers, 21,500 miles, one owner; £895.

JACK OLDING & Co., Ltd., North Audley St., W.1. Mayfair 5242.

1938 Daimler 15 saloon, very carefully used, terms and exchanges.—G. S. Hall, Ltd., 302, Kings St., Hammer-smith, W.8. Riverside 2581. (C2031)

£695 magnificent and spotless condition; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. East Finchley Underground. (C2052)

DAIMLER, 1938 2½-litre black sun saloon, heater, radio, taxed 54,000, one owner; 2775.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. (0962/R)

£800 Daimler 2½-litre, 1950, black, brown leather upholstery, one owner, very carefully maintained and serviced, H.M.V. radio, heater and screen sprays, etc. (C1062/R)

HAMTUNE MOTORS, Ltd., 39, Sheep St., North-Hampton, Tel. 3616. Open daily 8 a.m.-6 p.m. (except Sundays). (2122)

J. DAVY offers:—1939 Daimler 2-litre saloon; £295.—180-184, Kensington High St., Western 86-1 and 215, Brompton Rd., S.W.3. Ken. 1108. (N1065)

595 6-cyl.—Daimler, October 1948 2½-litre de luxe saloon, sliding head, leather, heater, good tyres, carefully used excellent condition; terms, exchanges.—Rowland Smith below.

295 6-cyl.—Daimler, 1939 2½-litre saloon, sliding head, leather, heater, good condition; terms, exchanges.—Rowland Smith below.

195 6-cyl.—Daimler New-18, 1937 16.2hp sports saloon, sliding head, leather, discs, very good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£285 1938 Daimler 2-litre 4-door de luxe saloon, in clean condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. 1938, black, all leather (black). (C1024)

EL24 forward seats, well maintained; £375.—Finland's Garage, Ltd., 261, Wilmslow Rd., Macc. 14 Rusholme 2894. (1182)

DAIMLER

DAIMLER, Light Straight-Eight 25.9 sports saloon, 1937, in excellent condition, beige/brown, radio; £350.—Jackson, 34, Westley Rd., Boscombe, Bourne-mouth. (Boscombe 36539.) (2159)

1950 Daimler special sports coupe, radio, heater, overdrive, cream and green, speedo reading 23,000, striking car in excellent condition; £1,175.—Weylyn Service Depot, Hatfield 2178. (2085)

EXCHANGE your present Daimler car for new or used model; demonstrations by appointment.—Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. (0444)

DAIMLER Conquest, black, quite new, low mileage, for sale through excep. circumstances, cost with extra approx. £1,545, any examination or inspection London; £1,425 or best offer.—Write in 'Mailroad' C.M.18, or Tel. Mar. 3652 or Wan. 6077. (1958)

DAIMLER special sports coupe, Barker coachwork finished two-tone grey, maroon interior, fitted extra rear seat, original registration Nov. 1950, one owner, 19,000 miles, maintained in meticulous condition; £1,250.—Britnell & Cawter, 10, College St., Peterhead. (2023)

1938 Daimler 17hp saloon, good-looking and sound mechanical condition; £555; 3 months' written guarantee; service after-sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Road, 3 minutes trolley, East Finchley tube). Finchley 0052-55. (C4065)

ARCEIE SIMONS & Co., Ltd.—1938 Daimler E.L.24, 7-passenger limousine, colour black, leather front, Bedford Cord rear compartment, large face forward occasionally, which most, the whole car in immaculate condition having had one meticulous private owner since new; £550.—94 Ot. Portland St., W.1. Len. 1345. (C1008)

CAMDEN MOTORS for Daimlers.—One of the very scarce and desirable 1950 drop head four-door coupes with Barker bodywork, immaculately finished in metallic silver and trimmed in dark blue leather with hood to match, the superb appearance of this car is only matched by its equally outstanding mechanical order, it cannot fail to appeal to discerning purchaser who will only be satisfied with the best; £665.

CAMDEN MOTORS for Daimlers.—Consort saloon, 1951 series, fitted radio, heater, screenwash, etc., Director's car, a very beautiful specimen, nominal mileage; £895.

CAMDEN MOTORS for Daimlers.—Earlier post-war 1947/8 models from £645.

CAMDEN MOTORS for Daimlers.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

LIMOUSINE (outswep tail) 1937/38hp, seating six behind partition, leather, exceptional condition, black, selection from £395. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. (C1008)

Daimler Cars Wanted

CHARLES FOLLETT, Ltd., official Daimler Agents.

SERVICE Works & Stores, Barnsdale Yard, off Elgin St., Cambridge, 3536-7-8. (W2010)

KIRKWOOD CARS buy most types of Daimler.—76, Streatham Hill, S.W.2. Tulse Hill 1288. (W2037)

REQUIRED, good used Daimler.—G. Edwards, Amen-bury Lane, Harpenden, Herts. Harpenden 118. (W2000)

ROWLAND SMITH's, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

CASH immediately for good Daimler.—Details, please, to H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2063)

7-PASSENGER 1937/38/39 privately owned EL24 Limousine required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. (W1008)

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherton Mews, S.W.7. Western 6541.

ARCOT ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0258/R)

CROYDON.—Donald Vince & Co., Ltd., Daimler & Lanchester specialists for sales and service.—Kil-dminster Rd., Croydon 5775. (0688)

DELAGE

BROOKLANDS: Individually, new and used cars.

1951 series Delage D6 saloon, 9,000 miles

103, New Bond St., London, W.1. Mayfair 6551-6. (C1029)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amen-bury Lane, Harpenden, Herts. Harpenden 118. (W2000)

Delage Spares and Service

SELBORNE, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. 10659/R

Delahaye Spares and Service

SELBORNE, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. 10660/R

DELO

DELOW, 1951, black 1,700 miles, condition good, first 375 or nearest secure.—Fin. 1414. (2013)

1952 Delow, black, S.U. carbs, 4-branch exhaust, high ratio axle, twin spares; £450.—Box 1422. (1936)

1952 Mk II sports, twin S.U.s, extras, in red and beige, 10,000 miles, used on road, immaculate; best over £400.—Box 1450. (2019)

CORDON GARAGE (DULWICH), Ltd., Delow distrib-utors for London and South-Eastern counties.—53-55, East Dulwich Rd., London, S.E.22. New 3704. (0610/R)

DE SOTO

SIMPSON'S offer:—

1951—53 De Soto station wagon, radio, heater, all extra, green, 12,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6917/1303. (C4015)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

FORD (10 h.p.)
H. W. MOTORS, Ltd., offer:—
1953 Ford Prefect saloon, finished green with
beige upholstery, fitted heater and wind-
screen washers, exceptional condition, 10,000 miles.
£495.—H. W. Motors, Walton-on-Thames 2404-5-6.

ALLAN TAYLOR MOTORS Ltd. offering... [C2042]

ndsworth, S W 18. 7

1952 Ford Prefect. Black, hide, 8,000, £475; choice of three.

W J. BROWN, Ltd., established over 50 years, used Ford specialists

select saloon, very

£450—Ford Prefect, 1951, black, leather upholstery, unmarked throughout.

FERRARIS OF CRICKLEWOOD Ltd. 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254.

1949 Ford Prefect, outstanding condition, £395; 5 months' guarantee terms and exchanges. [C2008]
JACK WILLIAMS MOTORS Ltd. 169, Priory Rd.
 Borneo, Mountview 5228 and 5774. [C4054]
1964 Ford Popular, 1000 cc engine, tickers, 11,000 miles.

1954 Ford coupe, 1000 cc engine, marker, mileage offers.—17, Ladbrough Rd., Ipswich. (212)
1953 (May) Ford Prefect saloon, mileage only 2,600, absolutely as new, leather and other extras, taxed, £525.
WEST LONDON MOTORS, 205 Fulham Palace Rd.

375 gns.—Ford Prefect, November 1949 saloon, leather, good tyres, excellent condition, choice exchanges.—Rowland Smith, below.

295 gns.—Ford Prefect, 1947 saloon, black, green

1938 Ford 10 4-door saloon, heater, guaranteed, C4018

1949 Ford Prefect saloon, immaculate; £375.—The Goldings Park Motor Co., Ltd., Basingstoke. Tel. 241. [C2065]

1937 Ford 19 sal., excellent condition. £215.—
Smith and Hunter, Ltd., 576, Kensington
High St., London, W.14. Tel. Western 2512. (C4019)
1937 Ford 19 4-door saloon, excellent. £140, pay-
ments.—Vaughan, 17, Astwood Mews, 8 W.7.
Fre. 1319. (C4036)

1947 Ford Prefect 4-door saloon, 27,000 miles, black, radio, taxed, £515; consider part exchange.—14, Offington Gdns., Worthing, S. Sussex. (C4027)

1949 Prefect saloon (high wings) guaranteed, free loan, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615,

1946 Ford Prefect saoon, immaculate red leather, silver wheels, etc.—£225—Beynour & Clements Ltd, 88 Watford Way, Hendon, Greater London.

WALTER SCOTT, Ltd. 1950 Ford Prefect, black, low mileage, exceptional, £415-39. College Crescent, Hampstead N.W.3. (Swiss Collage Tube). Tel. 5013 (Leaves)

ARTHUR E. GOULD Ltd, 290-292, Regent St., W.1,
and 8-14, Meard St., Soho, W.1, Lougham 1594-5.
1940-50 Ford Prefect saloons low mileage, all guaranteed.
(0579.R)

\$245—199 Ford 10 Prefect saloon, recently fitted reconditioned engine, smart metalizing blue finish, outstanding mechanical order; post-war words, 1948 models, from £325.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 0294 2041. Open till 8 p.m. Mondays to Saturdays.

ORD Prefect, 1947, leather, one owner, 40,000 miles.
£325; terms, exchanges—Portland Sports Autos
Meadowhead Garage, 186, Meadowhead, Sheffield, S.
41 45212.

1948 Ford Prefect saloon, black tawn interior, heater, extremely good mechanical and body condition: £295. -Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Goodwill 0650, or 7800.

BRIDE & CLARKE, Ltd—1953 Ford Prefect saloon, black brown leather, 7,000 miles, lounge covers, one owner, £489; 1951, beige/beige leather, low mileage, one owner, £409; 1949, black red or beige brown leather, choice two from £379-£509, black and

Ford Ten Cars Wanted

THE CAR MART, Ltd wish to purchase Ford 10

0 Ford Prefect saloons required, 1946-1948, at full market value.

MARSTON MOTOR Co. Ltd. for your Ford 10 - Tel.
Sta. 8000, Seven Sisters Rd., Tottenham N.15.
10179/R

FORD CONSUL

655 - Haskins, Ladbrooke 1155 (C5027)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

S.M. offer:—

1953 (April) Ford Consul, black, red leather, heater, radio, price £765.—Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 72753. [12062]

NEWHAMS, Ltd.

1953 Ford Consul saloon, black, low mileage; £635. [C3024]

NEWHAM House, 255-7-9, Hammettsmith Rd., London, W.6. Riverside 4646. [C3024]

SCOTT CARS offer:—

1951 Consul, heater, perfect; £545.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. [C4016]

Hamstead 210/676. [C4016]

1952 Ford Consul, green, radio, heater, 19,000 miles; £635.—Tel. Paddington 9196. [C2067]

ROUNDABOUT offer:—

1953 low mileage Consul de luxe model, one owner, as new; £725.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Wxlow 1071-5. [C3058]

H. W. MOTORS, Ltd. offer:—

1953 (model) Ford Consul, finished green, beige leather upholstery, fitted radio, heater and wing mirrors, one owner, virtually as new, 7,000 miles only. £695.—H. W. Motors, Walton-on-Thames 2404-5-6. [C2042]

WARWICK WRIGHT, Ltd. offer:—

1953 Ford Consul saloon, black, 8,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

DAENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Consul, green, hide, radio, heater, 19,000 miles; £635. [C2067]

1951 Ford Consul, beige, hide, radio, heater, 20,000 miles; £600. [C2067]

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 5388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

W. J. BROWN, Ltd., established over 30 years, used Ford specialists.

1953 Ford Consul, in green with beige leather, 7,400 miles, one owner, immaculate; £685.

1952 Ford Consul saloon, fawn, beige leather with fitted heater, i.b.d.; £495. [C1025]

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025]

CONSUL, 1955, one owner, 6,000 miles, black, heater, £695.—Tel. Ewell 7154. [C1025]

1953 Ford Consul, radio, heater, many extras, as new; £685; 3 months' guarantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1952 Ford Consul saloon, leather, radio, heater, 6,875. Gordon Cars (London), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. [C2025]

1953 (registered 1952) Ford Consul, 10,000 miles; £700.—Joe Thompson (Motors), Ltd., Fulham Rd., S.W.3. Kensington 4858. [C4028]

1952 Ford Consul, leather, fitted radio and heater, an outstanding car, one owner driver; £645.—Panties Service Garage, London Rd., Guildford 5256. [C3055]

NAYLOR & ROOT—1952 Ford Consul, duo beige, radio, heater, carefully maintained; £635; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

1952 model Ford Consul, excellent cond., 25,000 miles, one owner, radio and heater, black/fawn leather; £575; part exchange and h.p.—The Bucks Motor Co., Aylesbury 164. [C2063]

525 gns.—Ford Consul, September 1951 saloon, pastel green, leather, radio, heater, one owner; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1951 Ford Consul, black/beige interior, seat covers, radio, heater, clock, spotlight; £560.—Garage Service Co., Ltd., 1981, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019]

1953 (May) Ford Consul saloon, genuine 9,000 miles only, one owner, finished grey, red leather, heater, taxed December; £695; trade enquiries welcomed.—Molourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

Ford Consul Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FULL value paid for Consul or similar.—54, Stratford Hill, S.W.2. Tulse Hill 2676. [W5016]

FORD ZEPHYR

NEWHAMS, Ltd.

1952 Ford Zephyr saloon, black leather, heater, one owner, 10,000 miles; £650. [C3024]

NEWHAM House, 255-7-9, Hammettsmith Rd., London, W.6. Riverside 4646. [C3024]

GATEHOUSE offer:—

1952 Ford Zephyr saloon, green, radio, htr., 10,000 miles, one owner, spare unused, condition as new; £725. [C2021]

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

R. C. WINIBUSH Ltd. offer:—

1953 (October) Ford Zephyr saloon, heater, leather, works mileage.

312, Earls Court Rd., S.W.6. Fremantle 8401. [C4056]

WARWICK WRIGHT, Ltd. offer:—

1953 Ford Zephyr saloon, radio and heater, black, 7,000 miles; £725.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

FORD ZEPHYR

C. CHARLES FOLLETT, Ltd. offer:—

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car; 3 months' guarantee; value at £645.

18, Berkeley St., W.1. Mayfair 6266. [C2010]

SERVICE Works & Stores; Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, colour blue with blue leather, radio and heater; £725.

1953 Ford Zephyr, black with red; £690. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-8-9. [C1057]

DAENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr, black, hide, radio, 13,000; £675; choice of three.

1952 Ford Zephyr, black, hide, radio, heater, 9,000; £625.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 5388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1951 (June) Zephyr, mist green and beige, leather, heater, radio, taxed, one owner, regularly serviced; £665.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [C2005]

1953 Ford Zephyr saloon, black/red leather, many extras, small mileage, as new; £750; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053]

1951 one-owner Zephyr, 17,000 miles only, duo-colour show model, radio, heater; save £3; £625;—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

£625.—1951 (September) Ford Zephyr, radio, heater, loose covers, wing mirrors, blinkers, 11,000 miles, whole car completely as new.—Elm Autosales, 61, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4623. [C2067]

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0067. [W4018/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

(FORD V.8)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1938 Ford V.8 saloon, exceptionally well maintained, recently fitted with a reconditioned engine, new tyres and battery, leather upholstery; HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.

RAYMOND WAY Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

SWANMORE GARAGE offer:—

1951 Ford Pilot saloon.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1190, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 45444. [C4024]

DAENHAM MOTORS, Ltd., Ford main dealers.

1950 Pilot, black, radio, 23,000; £450. [C4024]

1939 Ford V.8 30hp 91A saloon, black; £350.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 5388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1951 (1936) Ford V.8 30hp saloon.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

FORD Pilot, May 1949, radio, leather, Marchal lamps, immaculate; £430.—Bowman's Garage, Weybridge 1265. [C1033]

1951 Ford Pilot, black, leather; £425; terms, exchange.—4, Rodmaston Mews, Dorset St., W.1. Welbeck 9811. [C2066]

1950 December, Ford Pilot saloon; £450.—Hillingdon Motors, 395, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [C2062]

PILOT saloon, 1961, one owner, radio, heater, loose covers, 40less; £425.—45, Shirehall Park, N.W.4. Hendon 1648. [C2157]

445 gns.—Ford V.8 Pilot, 1951 saloon, black, leather, heater, carefully used, excellent condition; terms, exchange.—Rowland Smith, below.

175 gns.—Ford V.8 1939 22hp saloon, leather, very good condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1949 Ford Pilot, black with brown leather, heater, excellent condition; £395.—The Hindhead Motors, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [C2061]

1949 model Ford Pilot saloon leather upholstery, really exceptional condition; £395.—Jacquet Ltd., 225-7, Hammettsmith Rd., W.6. Riverside 6677-8. [C2043]

£295.—1939 Ford 91A 4-door de luxe saloon, leather, new tyres, taxed year; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1064]

WALTER SCOTT Ltd.—1950 Ford Pilot, black, fawn leather, heater, low mileage, showroom condition throughout; £465.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006]

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

Ford V.8 Cars Wanted

C. THE CAR MART Ltd., wish to purchase Ford V.8 cars—320, Euston Rd., N.W.1. Euston 1212. [0175/R]

UTILITY—FORD OR OTHER BODIES

1952 (May) Fordson 10 estate car, 4,000 miles, beige, new condition, cost £850; offered at £509.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [C2007]

1952 Ford 10cwt utility, fitted 4-door ash body, 8,000 miles; £595; terms.—A. E. Palmer Motors, Ltd., Luton 4212. [C2179]

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. [0749/R]

FORD MISCELLANEOUS

SLOCOMBES, Ltd.,

38—52, Dudden Hill Lane, N.W.10. Willesden 4869; and 379, North Circular Rd., N.W.10. Glidstone 9548. [C4017]

Ford Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gai. 2767. [C2025]

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2087]

CASH immediately for good Ford.—Details, please, to H. P. Edwards, 259, Great Portland St., London, W.1. Tel. Langham 012. [W2005]

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0251]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines). [0514/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstade 2233); main Ford dealers service and spares. [0093/R]

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D., types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House New Rd., Dagenham, Rainham 470 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1130. [85062/R]

FRAZER NASH

FRAZER-NASH CARS offer for sale their specially built cabriolet model exhibited at the 1950 Motor Show and since faultlessly maintained; (£1850.—Falcon Works, London Rd., Isleworth, Middx (Hounslow 0011). [C2015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under Sports Cars. [C3041/R]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27/3, Pembridge Villas, W.11. Baywater 0523. [W1015]

HEALEY

BRADSTOCK MOTORS offer:

£1125.—Austin-Healey 100, finished polychromatic pale blue, with blue leather, fitted overdrive, heater and wing mirrors, negligible mileage, the whole car completely as new, outstanding performance with economy.—Below.

£650.—Healey Silverstone, 1950, finished two-tone blue, 8 to 1 compression, recent overhaul at Healeys, offered with spare pistons, axle ratios and a new set of racing wheels and tyres; terms, exchange.—Chase Rd., Epsom. Tel. 635. [C2004]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 681/2/3, offer:

1948 Healey Elliott saloon, maroon, Bedford cord upholstery, fitted heater, windscreen washers, demisters, faultless mechanically; £750.

1948 attractive streamlined wooden body, excellent order; £575.

1947 (Nov.) Healey Elliott saloon, finished black, with grey and red leather upholstery, radio, link mats, wheel spats, just overhauled at a cost of £400, superb order; £750.

1947 good order; £485.

ALSO new Healey Tickford saloon and Abbott coupe; immediate delivery.

1953 Healey Alvis 3-litre sports convertible, silver; maroon, radio, as new; £1,850.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029]

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone E type 2-seater, very fast; £575.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C9057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

BROOKLANDS. Sole concessionaires, Healey; new 4-seater saloon, coupe and convertible 3-seater from stock.

1953 Healey/Alvis 3-litre sports convertible, silver/maroon, radio, latest modifications, compression 5.0/2.2 approx., guarantee, £1,575.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott coupe, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6.

JACK ROSE, Ltd.—Austin-Healey 100, 2 weeks old, guaranteed under 200 miles, in pale blue with overdrive and extras; offers or exchange—Stafford Rd., Wallington, Surrey, Wallington 1677-8. (C9056)

1950 Healey Silverstone, immaculate condition, all-chrome wheels and 2 spares, new calf-leather upholstery, tyres and hood with special windscreen, £700 o.n.o., 35, Kyeccroft Ave., Whitton, Middx. Tel. Popesgrove 5584. (C1063)

1951 Healey saloon; this is a unique car fitted with a special body regardless of expense by the previous owner, the number of refinements on this car are too many to enumerate here; we invite prospective buyers to view this car.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey, Caterham 2252-5. (C1063)

DIRECTOR wishes to dispose personal 1952 Tickford saloon, Healey 2½-litre, low mileage, unmarked and immaculate inside and out, taxed, works maintained, black red upholstery, faultless order; £595 or exchange modern small car, h.p. could be arranged if desired specially.—Brookers, Ltd., Tower St., King's Lynn, Tel. 2780. (C1251)

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (W2040)

RICHARDS & CARR buy Healeys—35, Kinserton St., London, S.W.1. Soane 5424. (W5045)

SILVERSTONE wanted for cash—Tel. Valentine 4674 after 6 p.m. (W2018)

BARTLETT will pay more for good Healeys—27a, Pembroke Vale, N.11. Baywater 0523. (W1015)

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Healey—Hampton (Tube) N.W.4. Ham. 6041. (W4015/R)

HILLMAN 10

DICKS.

1947 Hillman Minx saloon, fitted radio, very fine condition; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.8. Tel. 6888-9. (C1072)

AMMS Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

PHENIX MOTOR COMPANY (SURREY), LIMITED.

1952 (July) Hillman Minx Mark V saloon, claret, superb interior, taxed, excellent value, cars purchased £560.

1951 (Apr.) Hillman Minx Mark IV saloon, green, single interior, one owner since new, engine overhauled, taxed, cars purchased £455.

PHENIX MOTOR COMPANY (SURREY), LIMITED.

1949 Hillman Minx, excellent condition throughout, any examination; £425.—Perivale 7356. (C2199)

1947 Hillman Minx, excellent condition throughout, taxed and today; £325.—Perivale 7356. (C2199)

1937 Hillman 10 drop head coupe; £145.—A.Z. Motors, Palmersden Rd., N.W.6. Mai. 4723. (C1011)

1929 Hillman Minx drop head four-seater, coupe, aero line, spotless condition; £90 down.—Beov.

1926 Hillman Minx Magnificent in excellent condition; £65 down.—Bray Motors, 184, West End Lane, N.W.6. Hampton 6590. (C1024)

1951 Hillman Minx Phase IV saloon, blue, heater, £529.—Vandervels, 215, Haverstock Hill, N.W.5. Primrose 4441. (C2047)

1952 Hillman Minx drop head coupe, green, 10,000 miles, fitted heater, one owner, in excellent condition.

STACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 9511), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C9436)

1946 1949 Minx, one owner, 22,000 miles.—Broadway Motors, 67, High St., Hounslow, Box 1175. (C1028)

HILLMAN Minx IV, 20,800 miles, one owner, carefully preserved and looks almost new inside and out; £480.—Walsall 5594. (C1012)

1949 Hillman 1949 Phase III saloon, heater, taxed, Fleet, The Cottage, Mentmore, Leighton Buzzard 2172. (C1047)

HILLMAN Minx; £195 or £65 deposit, exchange terms arranged.—Kings Autos, 725/7, High Rd., Seven Kings, Tel. Seven Kings 5556. (C2044)

1950-1 Hillman Minx saloon, black, 19,000 miles, one owner; £495.—Promenade Motors, 479, Green Lanes, Palmers Green, London, N.13. (H460)

1952 drop head Hillman Minx, 5,040 miles, colour stone with red leather, taxed; £625.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C9057)

1947 Hillman 10 d.h. coupe, recent recon, engine; £340, small car, 1200 cc, 276, Kensington High St., London, W.14. Tel. Western 2512. (C9419)

1949 Hillman Minx Phase III black saloon, heater, radio, excellent throughout; £490.—18, Walsworth Rd., Hitchin 12011. (C2011)

1951 Hillman Minx saloon, black with brown leather, very well maintained; £545.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). (C4022)

1954 1952 Phase V Minx, black, red leather, exceptionally nice car, taxed.—E.M. Autos, 68, Hatfield Rd., Wimbeldon, S.W.19. Wimbeldon 4825. (C2067)

HILLMAN 10

WARWICK WRIGHT, Ltd., offer:—

1951 Hillman Minx Mark IV saloons and convertible coupes, all low mileage, from £495.

1952 1955 Hillman Minx Mark V and VI saloons and convertible coupes, many fitted heater, all low mileage, from £575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C9405)

UTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers, offer:—

1948 Phase II Minx estate car, black, brown leather, perfect throughout; £355, exchanges and h.p. facilities.

ARKBOROUGH Works, Kenton. Tel. Wordsworth 7903 (5 lines). (C1009-1)

UTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

IF you are interested in the purchase of a used Hillman Minx, we offer only specimen cars at moderate prices, our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities; we hold comprehensive stocks of all models, 1946-52, from £580 to £650, trade enquiries welcomed.

—609, Kenton Rd., Harrow, Wordsworth 5905. (C1008)

W. J. BROWN, Ltd. Established over 50 years.

1950 Hillman Minx saloon, black, red leather, heater, loose covers, one owner; £495.

1947 Hillman Minx saloon, grey, blue upholstery, second engine; £525.

339 Finchley Rd., N.W.3. Hampton 4414. (C1025)

DAGENHAM MOTORS, Ltd., offer the following cars:

1952 Hillman Phase V drop head coupe, green, 9,000, £455.

1952 Hillman Phase V saloon, maroon, 5,000; £635.

1951 Hillman Phase V saloon, black, 9,000; £595.

56 Park Lane, W.1. Hyde Park 4669; 574, Ealing Rd., Ealing, Middx. Perivale 3538 and 6, 8 and 12, Sankey Rd., Catford, S.E.6. Hilber Green 4521. (C1066)

MINX Phase IV; £500.—Pitts, Blackbush, Milford-on-Sea, Lynton. (C1975)

1950 Hillman Minx saloon, black, red leather, one owner, taxed, moderate mileage; £465.

1950-51 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-3. (C5011)

£345 1947 Hillman Minx de luxe saloon, spotless condition throughout, choice of 2 beovs.

£245 1955 Hillman Minx saloon de luxe, excellent condition and carefully used, 3 months' maintenance, fire purchase, exchanges.

AMMS Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

PHENIX MOTOR COMPANY (SURREY), LIMITED.

1952 (July) Hillman Minx Mark V saloon, claret, superb interior, taxed, excellent value, cars purchased £560.

1951 (Apr.) Hillman Minx Mark IV saloon, green, single interior, one owner since new, engine overhauled, taxed, cars purchased £455.

PHENIX MOTOR COMPANY (SURREY), LIMITED.

1949 Hillman Minx, excellent condition throughout, any examination; £425.—Perivale 7356. (C2199)

1947 Hillman Minx, excellent condition throughout, taxed and today; £325.—Perivale 7356. (C2199)

1937 Hillman 10 drop head coupe; £145.—A.Z. Motors, Palmersden Rd., N.W.6. Mai. 4723. (C1011)

1929 Hillman Minx drop head four-seater, coupe, aero line, spotless condition; £90 down.—Beov.

1926 Hillman Minx Magnificent in excellent condition; £65 down.—Bray Motors, 184, West End Lane, N.W.6. Hampton 6590. (C1024)

1951 Hillman Minx Phase IV saloon, blue, heater, £529.—Vandervels, 215, Haverstock Hill, N.W.5. Primrose 4441. (C2047)

1952 Hillman Minx drop head coupe, green, 10,000 miles, fitted heater, one owner, in excellent condition.

STACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 9511), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C9436)

1946 1949 Minx, one owner, 22,000 miles.—Broadway Motors, 67, High St., Hounslow, Box 1175. (C1028)

HILLMAN Minx IV, 20,800 miles, one owner, carefully preserved and looks almost new inside and out; £480.—Walsall 5594. (C1012)

1949 Hillman 1949 Phase III saloon, heater, taxed, Fleet, The Cottage, Mentmore, Leighton Buzzard 2172. (C1047)

HILLMAN Minx; £195 or £65 deposit, exchange terms arranged.—Kings Autos, 725/7, High Rd., Seven Kings, Tel. Seven Kings 5556. (C2044)

1950-1 Hillman Minx saloon, black, 19,000 miles, one owner; £495.—Promenade Motors, 479, Green Lanes, Palmers Green, London, N.13. (H460)

1952 drop head Hillman Minx, 5,040 miles, colour stone with red leather, taxed; £625.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C9057)

1947 Hillman 10 d.h. coupe, recent recon, engine; £340, small car, 1200 cc, 276, Kensington High St., London, W.14. Tel. Western 2512. (C9419)

1949 Hillman Minx Phase III black saloon, heater, radio, excellent throughout; £490.—18, Walsworth Rd., Hitchin 12011. (C2011)

1951 Hillman Minx saloon, black with brown leather, very well maintained; £545.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). (C4022)

1954 1952 Phase V Minx, black, red leather, exceptionally nice car, taxed.—E.M. Autos, 68, Hatfield Rd., Wimbeldon, S.W.19. Wimbeldon 4825. (C2067)

HILLMAN 10

ROYS offer 1955 Minx saloon, really magnificent; £195, h.p. and exchanges.—Roys Automotors, Ltd., 127, Parkway, N.W.1. near Camden Town Tube Station, Euston 2700 and 894. (C9059)

WALTER SCOTT, Ltd.—1950 Hillman Minx saloon, black, brown leather, really exceptional, one owner; £545.—39, College Crescent, Hampstead, N.W.3. (C9058)

1950 Mk 4 Hillman Minx saloon, grey, red upholstery, reconditioned engine, attractive car, first-class order; £555.—Hobbs Motors Co., Ltd., Richmond, Surrey. Tel. No. 4014. (C9058)

MINX 1952 grey saloon, 20,000, fitted loose covers, over-riders, Redex fuel-injection system, sprayed underneath, regularly serviced, perfect; £600.—1966

295 ens.—Hillman Minx, 1944 de luxe saloon, anding head, leather, radio, carefully used, excellent condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6341. (C9018)

1951 Hillman Minx saloon, one owner, heater, immaculate condition throughout, very low mileage; £525, hire purchase and part exchanges welcomed.—Haley & Meek, Church Rd., Ashford, Middlesex. Tel. 2980. (C9018)

PRIDE & CLARKE, Ltd.—1950 Hillman Minx Phase IV saloon, black, brown leather, 21,000 miles, choice of two, £469, 1949 Phase III saloon, black/blue interior, low mileage, loose covers, one owner, choice three from £419, three months' guarantee, terms, exchanges, list.—Stockwell Rd., S.W.9. Hixton 6251. (C9068)

HILLMAN 16

ROYS offer ideal hire or family car, this roomy, R. 1957 Hillman 16 saloon, amazing condition; £175, h.p. and exchanges.—Roys Automotors, Ltd., 127, Parkway, N.W.1. near Camden Town Tube Station, Euston 2700 and 894. (C9059)

Hillman Cars Wanted

THE CAR MART, Ltd. wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3454 (0871/R)

ROWLAND SMITH'S The Car Buyers—Highest cash prices for Hillman—Hampstead (Tube) N.W.5. Ham. 6041. (W4015/R)

ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Hillman cars

BIRMINGHAM—Lower Temp's St. (Central 8411).

MANCHESTER—129, Deansgate. (Blackfriars 6677)

MAIDSTONE—(Maidstone 5555)

CANTERBURY—(Canterbury 2252)

ROCHESTER—(Chatham 2251)

WROTHAM—(Borough Green 4)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (C1015/R)

REQUIRED, 1952/53 Hillman estate car, must be low mileage.—Tel. Faxman 0543. (W2014)

FULL value paid for Hillman or similar—54, Street, Ealing, W.5. Tel. Hill 2676. (W5016)

PRIVATELY owned Minx—5, Bice Court, Kingston Hill, Surrey. Tel. Hill 2768. (W4015/R)

CASH immediately for good Hillman.—Details, please, to H. F. Edwards, 19, Seabrook Rd., Hythe, Kent, Tel. Hythe 67511. (W2059)

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required at George Heath, Ltd., 190, 184, Newhall St. Birmingham and Lower Temp's St. Birmingham. (0608/R)

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—H. Crings & Co., Ltd. Parliament St., Nottingham. Tel. 46581. (0552/R)

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient super-son production line and results.

NORMAND, Ltd., 465-9, King St., W.6. Riv. 3695. (0220)

LONDON & COUNTRIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, retooling and complete overhaul, spare parts stocked—79-81, New King's Rd., Fulham, S.W.4. Reigate 1183. (0676/R)

BARKING For full stocks of spares and genuine service for Hillman owners come to Alton's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleside 1285. (0456/R)

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand 47, Tamesworth Rd., Croxson. Cro 1742. (7544)

HOTCHKISS

METCALFE & MUNDY, Ltd.

A most attractive Hotchkiss 4-door saloon (actual 1950) show car, immaculate black coachwork, red hide upholstery, Catal gearbox, 51,000 miles, fantastic performance; £895.

280 Old Brompton Rd., S.W.5. Finsentale 5471. (C5054)

A CLAND & TAYLOR, Ltd., Welwyn By-Pass, Herts, Welwyn 4012 & 4, offer.

1950 Hotchkiss 5½-litre saloon, actual show model, finished black with grey leather upholstery, Catal gearbox, gear lock, in really superb condition, very fast; £875. (C1064)

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss G. Edwards, 111, Amersham Lane, Harpenden, Herts. Harpenden 111. (W2000)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.G.

H.R.G. 1,500cc, 1951, B.R.G., immaculate condition, 17,000 miles, as new—newcraft, Cambridge Rd., Hase, Croydon. Tel. Atterham 2551 after 6 p.m. [2016]

H.R.G. ENGINEERING Co. Ltd., for maker's spares, repairs and service, works reconditioned cars also available.—Oakerford Rd., Tolworth, Surbiton, Surrey. Elmbridge 4499. [10570]

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hamstead (Tube), N.W.5, Ham 6041. [W4018/R]

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [W4018/R]

SPARE parts. SERVICE: Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [10594 R]

HUDSON

DICKS. 1939 Hudson 17 saloon, steering gear change, superlative condition, £295.—Belov. DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Middlesex 6899-9. [C1072]

£295 (11-1939) Hudson 22 saloon de luxe, maximum condition, also auto slit; 3 months' guarantee; hire purchase, exchangers. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2062]

GUY ALFRED & Co., Ltd.—1946 Hudson 8 saloon, right-hand steering, elegant; 1939 Hudson 23 drop head four-door.—6-7, Warren St., W.1. Euston 3268. [C1005]

£195—Genuine 1938 Hudson 22 4-door black saloon, brown hide, in nice condition; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairers. A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [10611/R]

MANCHESTER.—Distributors of Hudson cars, large stocks of spares, repairs and overhauls.—Ardwick 3561-7. WILLIAM ARNOLD Ltd., Upper Brook St., Manchester 13. [10516/R]

SPINKS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service; number—85-101, Heath Rd., Twickenham, Tel. Popesgrove 1055-6-7. Telegrams: Spinks, Twickenham. [10568/R]

HUMBER

ACRES offer:—HUMBER Super Snipe, metallic green, brown leather upholstery, 35,000 miles only; £670. ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

TOM GARNER, Ltd., offer 1951 Humber Hawk Mark IV saloon, black with brown leather; £595. 1952 Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £595. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

B. J. HUNTER, Ltd., offer:—1951 Humber Hawk saloon, full de luxe, showroom condition throughout; £750. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

SWANMORE GARAGE offer:—1952 Humber Super Snipe. EXCHANGES or terms. SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45544. [C4024]

H. A. SAUNDERS, Ltd., offer:—1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880. £895. 836—842, High Rd., N.12. Hillside 5272 (8 lines). [C3027]

METROPOLITAN MOTORS offer:—1951 Humber Hawk, heater, radio, loose covers, small mileage; £725.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [1329]

WARWICK WRIGHT, Ltd., offer:—1953 Humber Super Snipe saloon, Alpine mist, radio and heater, 14,000 miles; £1,195. (Dec.) Humber Super Snipe saloon, black, 37,000 miles. £695. (Sept.) Humber Super Snipe saloon, black, 12,000 miles; £875. 1953 Humber Hawk saloon, sun grey, 7,000 miles; £695. (Nov.) Humber Hawk saloon, heater, black, 25,000 miles; £575. 1949 Humber Hawk saloon, heater, black, 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY ALMOND AUTOMOBILES offer:—1953 Humber Hawk saloon, black/red leather, 16,000 miles, immaculate; £795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 100% Routes Group Dealers, offer:—LATE 1949 Humber Super Snipe, black, brown leather, H.M.V. radio, one owner; this car is absolutely immaculate throughout and compares very favourably with 1953 model; exchanges and h.p. facilities. £575. MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008/1]

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 100% Routes Group Dealers.

If you are interested in the purchase of a used Humber, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Humber, Snipes and Pullmans from £250 to £1,550; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7805. [C1008]

HUMBER Super Snipe 1949 black saloon, heater and luggage rack; £550.—Box 1495. [2151]

HUMBER Hawk saloon new, immediate delivery; list price, Mayfair 5242. [C5030]

1953 Super Snipe, 4,000 miles, radio, covers; £1,195.—Manfield Autos, Ltd., Euston 2557. [C5001]

1951 Humber Hawk saloon, black, in very nice condition, radio, £695.—Gordon Wooderson, 43a, Drevett Rd., S.W.16. Streatham 8636. [C4055]

1951 Humber Hawk, 16hp, heater, loose covers, excellent condition, good tyres and battery; £690.—Bostel, 73, Ebury St., Sloane 9231. [2006]

1950 Humber Super Snipe saloon, black with brown leather, chauffeur kept; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022/1]

1948 Humber Hawk, column gear change, excellent condition; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6677-8. [C2043]

1953 (October) Humber Hawk saloon, works mileage, age, virtually new, immediate delivery under list price. R.I.P.O.C., Ltd. (Humber purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2261. [C5052]

1951 Humber Hawk saloon, black with brown leather, well maintained; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022/2]

1953 Super Snipe, 200 miles; £1,275.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C4060]

£495—1948 Hawk, 23,000 miles, one owner, unmarked.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2851. [C2043]

1948 Humber Hawk Phaeton, black, heater, delightful car; £429.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057]

HUMBER Super Snipe, Oct., '49, Mk II, faultless mech. condition, coachwork as new, radio, heater, loose covers, 6, roof, spots, taxed; £525.—Bri. 1345. [1968]

1953 Humber Hawk saloon, radio, heater, 3,000 miles; £925.—Gordon Cars (London), Ltd., 573, Euston Rd., London, N.W.1. Tel. Euston 3611. [C2023]

1951 Humber Super Snipe, radio, heater, well maintained car, 36,000 miles only; exceptional car for £375.—Hove Park Garages, Ltd., Hove 3470. [2022]

1951 (June) Humber Pullman 7-passenger, chauffeur driven, one owner, 15,000 miles only; £1,150.—Hilford Motor Co., Ltd., Hilford 2551-0681. [2200]

1951 Humber Hawk, in immaculate condition, heater, one owner; £625.—Sharp's Autos, South Hanningfield, Chelmsford, Tel. Ramden Heath 267. [2163]

1949 Humber Pullman 7-passenger limousine, black with cloth to rear, very well maintained; £920.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

CASS & MOTOR MART—1951 Humber Super Snipe, black, unblemished, radio and heater, genuine 12,000 miles, one owner; £750; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

1948 (Nov.) Humber Super Snipe 12 saloon, excellent condition, built-in radio, loose covers; £5251. Also 1951 Super Snipe, 100%—£6501.—A.Z. Motors, Palmerston Rd., N.6.6. [C1011]

NAYLOR & ROOPE—1950 Humber Hawk saloon, black/brown hide, sun roof, superb condition throughout; £595, written guarantee.—25, East Hill, Clapham Junction, S.W.14. Tel. Ebury 6611. [C2023]

1952 Humber Hawk saloon, radio, heater, 3,000 miles, almost unmarked, one owner; £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. [C5056]

1950 Humber Super Snipe, black, with brown hide interior, beautifully kept, unmarked, taxed; £625; would consider part exchange.—14, Ovington Lodge, Ovington, Worthing, Sussex. [C2023]

1952 (July) Humber Super Snipe saloon, heater, etc., 5,500 miles only; £925.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2023]

1952 Humber Hawk saloon, black with brown leather upholstery, fitted radio, heater, Rimhead bellshers and many other extras, one careful owner, indistinguishable from new; £775. MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004]

HUMBER Super Snipe, 1950 model, 35,000 miles, grey, showroom condition; sell or trade in against small sports or saloon car; trade offers welcomed.—H. E. Gaud, 101, High St., Dalkeith Scotland. [2044]

1953 series Humber Hawk Mk V saloon, green/berge leather, 14,000 miles, as new with extras; £850; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. [C4053]

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles immaculate condition; £795.—R. S. Mead, (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C5012]

ROSE & YOUNG, Ltd., offer 1952 Humber Super Snipe saloon, 12,000 miles only, one owner, immaculate, black; £825.—65-69, Sternhold Ave., Stratford Hill, S.W.3 (one minute Streatham Hill Station). [C5029]

HEARSE (unregistered) 3-door, 6-Header latest Deluxe Coachwork, lavish equipment, exclusive design (ready service), opportunity. £1,890 complete, (illustrated brochure), Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

1950 Super Snipe 8-seater utility, specially built by Humber, radio, heater, fully equipped, cost £1,775; direct from original owner, £695; 3 months' written guarantee; service after-sale; exchanges, delivered.—Harold Simpson, 11, Hill Rd., Finchley, N.2 (at North Circular Road 3 minute trolley East Finchley Tube). Finchley 0052-5. [C4065]

HUMBER

CAMDEN MOTORS for Humber—27hp Imperial 7-seater, 1952, immaculately finished in black and upholstered in leather throughout in equally immaculate condition, fitted radio and heater, special Pullman bellshers, privately owned and in constant almost indistinguishable from brand new, a low mileage specimen, all tyres excellent, spare unused; offered at £650 below list price at £1,245. CAMDEN MOTORS for Humber—27hp Pullman limousine, 1951 model, also in black with upholstery fitted special set of loose seat covers to all seats, occasional and interior of doors, push-button built-in radio, twin heaters, rear, etc., another privately owned car, low mileage; £1,095.

CAMDEN MOTORS for Humber—27hp Pullman limousine, Jan. 1950, Phase II model with all extras as above and special leather upholstery front and rear, maintained throughout by North of England Routes distributors since new. £595.

CAMDEN MOTORS for Humber—27hp Pullman limousine, 1948 model, delivered July, 1948, late property managing director of Midland Industrial concern, driven and maintained by private chauffeur since new and used only on occasional trips to town, very moderate total mileage, heater; £745.

CAMDEN MOTORS for Humber—27hp Pullman limousine, 1947, originally supplied by us in 1949 to North of England funeral directors, now taken delivery of brand new Pullman; complete history of this car is known, it has been immaculately maintained, moderate total mileage; £675.

CAMDEN MOTORS for Humber—27hp limousine with semi-razor-edge body styling of late war year production and registered 1948; this car is far superior to the general run of such models, coachwork is unblemished, interior upholstery which is in leather front and rear is in excellent state of preservation, widest occasional, division, built-in heater, almost new tyres; £545.

CAMDEN MOTORS for Humber—1953/4 limousine, whilst obviously not as brand new this car runs remarkably well and is ready to give a satisfactory period of service; £1,450.

IMMOBINE (late 1947) mitted edge Pullman, partition forward occasional, black, meticulously maintained, low mileage, private. £755.

LIMOUSINES, 1950-51-52, partition, forward occasional, section, leather, cloth, upholsters, radio, heater, low mileages, black, specimen carriages, selection-£1050. (Lists posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

A&S Limousine Specialists—offer unique range selected low mileage carriages—certified mechanically.

LIMOUSINE, 1938, Pullman, partition, forward occasional, black, exceptional throughout. £565.

LIMOUSINE (late 1947) mitted edge Pullman, partition forward occasional, black, meticulously maintained, low mileage, private. £755.

LIMOUSINES, 1950-51-52, partition, forward occasional, section, leather, cloth, upholsters, radio, heater, low mileages, black, specimen carriages, selection-£1050. (Lists posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Humber Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Humber cars.—320 Euston Rd. N.W.1. Euston 1212. [10572 R]

R. ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars. BIRMINGHAM.—Lower Temple St. (Central 8411.) ROCHESTER.—(Chatham 2231.)

W. BROTHAM Heath.—(Borough Green 4.) MAIDSTONE.—(Maidstone 3533.) MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.) ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [10106 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2765. [W2037]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. [10530 R]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Nevill St., Birmingham, and Lower Temple St., Birmingham, 2. [10086 R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial saloons, also private 1936/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

CRIPPS & Co., Ltd., the Humber Distributors, Parliament St., Nottingham. Tel. 46561. [10555 R]

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [10598 R]

JAGUAR

ACRES offer:—1948 1½-litre Jaguar, grey, red leather upholstery, special equipment, in immaculate condition; £495.

1951 XK120, pitlbox red, 16,000 miles only, never been raced; £1,050.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

CAR MART, Ltd., 1949-50 Jaguar 3½-litre Mark V saloon, radio, heater, 32,000 miles; £650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1019]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

HENLYS, Ltd.
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLYS House, 285, Euston Rd., N.W.1. (Euston 4141).
DEPOTS at:—
MANCHESTER (Blackfriars 7845).
BRISTOL (Bristol 21526).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUSLOW (Houslow 5454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gower 4141).
HENLYS, Ltd., England's Leading Motor Agents.
GATEHOUSE offer:—
1950 Jaguar Mk V saloon, green, radio, htr., excellent example of this type of car, bargain. 4765—Galehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)
B. J. HUNTER, Ltd., offer:—
1950 Jaguar 2½-litre Mark V saloon, fast and attractive car, 4725.
J. HUNTER, Ltd., 62, Cricklewood Broadway, N.W.2 Tel. Gladstone 6305. (C2040)
AUTOMOBILIA, Ltd., offer:—
1952 (Nov.) Mark VII Jaguar 4-door de luxe sunshine saloon, finished in most attractive shade of royal blue, red leather upholstery, fitted with following extras, radio, heater, fog lamps, stone guards, wing mirrors, windscreen washers, etc., genuine 15,000 miles; £1,475.—Pippinbrook Garage, Dorking 5891. (C2045)
SWANMORE GARAGE, offer:—
1952 Jaguar Mk VII saloon.
1949 Jaguar 3½ saloon.
1939 Jaguar 3½ saloon.
EXCHANGES or terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 4344. (C4024)
ROSE & YOUNG, Ltd., offer:—
1951 XK120 6,000 miles only, whole car unmarked and as new, never raced or used in competition, black, £1,045.
1949 Mark V saloon, moderate mileage, exceptionally clean, grey, 4675.
1948 Jaguar 3½-litre drop head coupe, immaculate throughout, black, 4465—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6464. (C5057)
PHILIP RICKARDS, Ltd., offer:—
1949 Jaguar 3½-litre saloon, grey, excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. (C5051)
GLANFIELD LAWRENCE offer:—
1950 Jaguar 2½-litre Mark V saloon, black, one owner, 25,000 miles, radio and heater, superb throughout, 4845—407, High Rd., N.12, Finchley 0091. (C2055)
CHARLES FOLLETT, Ltd., offer:—
1947 Jaguar 3½-litre saloon, one owner, genuine 44,000 miles only, exceptionally well kept car, 4795.
18 Berkeley St., W.1. Mayfair 6266. (C2016)
SERVICE Works and Stores—Barnsdale Yard, off Elain Ave., W.5. Cunningham 5936.
MAYFAIR COUNTRY CARS offer:—
MARK V, black-brown leather, recorded mileage, 25,000, H.M.V. radio, heater, 4695—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. (C5008)
GUY SALMON AUTOMOBILES offer:—
1950 Jaguar 2½-litre Mark V saloon, 24,000 miles, exceptionally well maintained example, 4650.
1948 Jaguar 3½-litre four-door drop head coupe, 20,000 miles, radio and heater, faultless and original condition throughout, 4595.—Portsmouth Rd., Dutton, Emsaybrook 5551-2-5. (C4001)
PARADE MOTORS (MITCHAM), Ltd., offer:—
JAGUAR 100 2-seater, black; this car is a fine specimen, 4325.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C5056)
COOMBS & SONS (GUILDFORD), Ltd., offer:—
1952 (December) Jaguar Mark VII saloon, black and red, radio, 10,000 miles, £1,400.
1952 Jaguar Mark VII saloon, blue with blue leather, radio, 17,000 miles, £1,375.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)
1953 (June) Mark VII saloon, grey/red, many extras, low mileage.
HALLS (FINCHLEY), Ltd., Odon Parade, North Finchley, London, N.12, Tel. Hillside 1044. 1215
JAGUAR Mark V 2½, 1949, 19,000 mileage, 4790, or nearest offer.—The Glade, Watford Rd., Northwood 1155

JAGUAR

1947 Jaguar 2½-litre saloon, splendid condition, 4425.—Below.
1939 Jaguar 1½-litre, completely recoloured black, new carpets, excellent mechanical condition, 4285.—Below.
1939 Jaguar 1½-litre, engine and gear box completely reconditioned in our workshop, new head lining fitted, recoloured black, guaranteed, £509; these cars are genuinely outstanding, we invite your inspection and comparison. Kirkdale Cars, 600a, Corner, Sydenham, S.E.26, Sydenham 6129. (C2008)
A. CLAND & TAYLOR, Ltd., Welwyn By-Pass, Herts, Welwyn 2, 3, offer:—
1939 Jaguar 2½-litre drop head coupe, fitted radio, black with brown leather, 4225. (C1004)
1947 Jaguar 1½-litre S.E. saloon, gun metal, delightful condition, 4525.—Below.
1938 Jaguar 1½-litre saloon, gun metal, nice example, 4248.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 2645. (C2057)
£250 or near offer.—1935 1½-litre Jaguar, 50,000 miles only, Tel. Con. 3129. (C1111)
1953 (Oct.) Jaguar Mark VII saloon, registered but unused, list price—Weidberg 600. (C3023 1)
1953 (July) XK120, grey, blue upholstery, under 2,000 miles, as new; £1,450.—Box 1492. (C1244)
395 kms.—Jaguar, 1947 3½-litre saloon, sliding leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.
165 kms.—Jaguar, 1936 2½-litre saloon, sliding leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C2015)
1953 Series free, Nov. '52) Jaguar Mark VII saloon black, radio, 9,100 miles, literally perfect; £1,275.—Weidberg 600. (C4025)
BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs, 102, London Rd., Kingston 1, Kin. 5341. (C0081 R)
1950 Jaguar, Nov. 1951, one private owner.—Light Car Co. (Quality Cars), Derby 45658. (C2026)
HILLWOOD MOTORS.—1950 Jaguar Mark V saloon, one owner, recently overhauled, 4795.—Tel. Hill 3252. (C1999)
1953 (July) XK120 fixed head coupe, special equipment model, lavender grey, wire wheels, 41,695.
1952 Mk VII saloon, radio, heater, Rimblishers, £1,550.—J. R. J. Mansbridge, Ltd., White Hart Garage, Lincoln. (C1974)
1951 (August) Jaguar Mark VII saloon, battleship grey, scarlet upholstery, one owner, excellent condition, 17,000 miles; £1,275.—Working 5454. 1952 CASS & MOYER MARK, 1950 Jaguar 1½ S.E. saloon, black, unimpaired, 4595; written guarantee—5, Warren St., W.1. Euston 5225. (C1040)
1947 Jaguar 3½-litre, as new; 4545, exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Epping, Epping 3556. (C2002)
1947 Jaguar 1½-litre saloon; 4395.—Vandervelde, 215, Haverstock Hill, N.W.5. Primrose 4441. (C4017)
1952 (November) Jaguar Mark VII, grey and red, 7,000 miles.—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.5. Kensington 4856. (C4026)
£777.—1950 Mark V Jaguar with spotless bodywork, magnificent chassis and beautiful interior, absolutely genuine bargain.—Below.
£435.—1947 Jaguar 3½ de luxe saloon, fully equipped and in as new condition; 5 months guarantee, hire purchase, exchanges.
LAMBS Finchley Showrooms 471-425, High Rd., Finchley, N.12 (Finchley 4221 (East Finchley Underground). (C2052)
DEFINITELY the most attractive XK120 Jaguar on the market.—Apply for full details to G. P. Moyley, Ltd., 54, Streatham Hill, S.W.2 Tulse Hill 4458. (C0016)
1950 (Feb.) Jaguar Mark V saloon, black, 29,000 miles, radio, heater, in excellent condition; 4850.—Beasley, 137, Coventry Rd., Huncley, Leic. (C1014)
1949 MK V 3½-litre, grey, red leather, heater, radio, one owner, taxed, immaculate, 4725.—K.J. Motors, Ltd., Bromley, Ravensbourne 5456-7-8-9. (C1292)
JACK ROSE, Ltd., offer: 1950 Mark V 3½ Jaguar saloon, grey, red hide, sunroof, very clean, and examination, 4750.—Stafford Rd., Wallington, Surrey, Wallington 4677-8.
1951 drop head Mark V, immaculate, carefully maintained, one owner, seen—Scott Bros., Colchester, Ulph White's Farm, White Colne, Colchester, Huxes 214. (C1019)
£395.—1947 1½-litre Jaguar, special equipment, black with brown hide, genuine car throughout, exchanges.—Traynor Motors, 125, High St., South, East Ham, Grange-road 2530. (C4632)
1949 Jaguar 3½-litre saloon, 18,000, silver, grey with red leather, fitted discs, heater, etc., excellent condition, 4575.—Peter Guest, Ltd., Garswood, Kings Lynn 212. (C1950)
NAYLOR & ROOFT.—1950 Jaguar Mark V saloon, metallic grey, radio, heater, excellent performance and appearance, 4775; written guarantee, 25, East Hill, Clapham Junction, S.W.11, Bati. 2252. (C3022)
1951 (Dec.) XK120, 10,000 miles, radio, immaculate, 4995.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5226. (C1060)
JAGUAR Mark VII, perfect condition, one owner, 10,000 miles, grey, heater and radio; 8/1 compression, £1,175, seen.—White Spinner, 640, London Rd., Boreham, Essex. (C2007)
1939 Jaguar 1½-litre black saloon, laid up 1940-45, and carefully maintained, maker's reconditioned engine installed 1947, 4325.—Squadron-Leader Eddy, Royal Air Force, Wilmslow, Manchester. (C2048)
1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, radio, new engine, 4475.—Beardmore, 26, Queensway, W.2, Bayswater 0156. (C1015)
1939 Jaguar 1½-litre saloon, in very good mechanical condition, 4295, 3 months written guarantee, free after-sale service; exchanges, deferred.—Harold Simons, Ltd., 379-401, High Rd., East Finchley, N.2 (at North Circular, Cross Road, 5 minutes trolley East Finchley tube), Finchley 0952-55. (C4065)

JAGUAR

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1939, attractively finished in Jaguar green, leather upholstery to match, a nice car around, good chassis and very very good performance, 4275.
CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, Feb. 1948, silver grey, red leather, fitted Motorola radio and Ace wheel discs, expertly maintained by one owner and in extremely good condition, 4565.
CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1939, black green, good history, one owner past 14 years, the whole car (remarkably) well maintained, 4295.
CAMDEN MOTORS for Jaguars.—Also a drop head of the same year with bills for recent engine reconditioning.
CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1947, full special equipment model, built-in heater, discs, Regency seat covers, excellent condition, 4495.
CAMDEN MOTORS for Jaguars.—Selection of 6 3½-litre saloons and drop heads pre- and post-war models priced from £295.
CAMDEN MOTORS for Jaguars.—1952 (Feb.) Mark VII saloon in most immaculate condition, silver grey with red leather, built-in H.M.V. radio, heater, wing mirrors, literally equal to new; £1,445.
CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard, Beds, Tel. 2011, open till 8 p.m. Mondays to Saturdays; write for catalogue. (C1035)
1951 Jaguar Mark V drop head coupe, black, immaculate, a very rare and sought-after model of this famous make, radio, heater, etc., 4390 down.—Bray Motors 180-184, West End Lane, N.W.6, Hampstead 6490. (C1004)
1953 Jaguar XK120, genuine mileage 650, equipped with super sports modifications including wire wheels, part exchange, cash adjustment either way for 2½-litre Lagonda, Bristol or similar.—18, Queen's Rd, Watford, Tel. 5201. (C5017)
1952 (March) Jaguar Mark VII saloon, grey, all 1955 modifications, one owner, guaranteed 16,000 miles, perfect; £1,285.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (C2062)
1952 (April) Jaguar Mark VII saloon, black with brown upholstery, one owner, mail mileage, serviced by us throughout a first-class car, price £1,850.—Wales & Edwards, Ltd., Morris House, Salisbury, Tel. 2027. (C1217)
1938 (September) Jaguar 2½-litre silver grey saloon, grey leather, twin horn and spot lights, Lucas P100 headlamps, good tyres, coachwork and mechanical condition, bargain at £250.—Garage Service Co., Ltd., 1981, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8650 or 7008. (C2019)
Jaguar Cars Wanted
C
THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 5454. (0073 R)
R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tel.) N.W.5. Ham. 0041. (W4016 R)
COOMBS & SONS (GUILDFORD), Ltd., offer:—
URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., 54, Streatham Hill, S.W.2. Tel. 44-46, Aldermans Hill, N.15. (C2054)
SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15. (C2054)
MAIN dealers, urgently require modern Jaguar cars, Tel. Palmer Green 3651-2-5. (W4028 R)
FULL value paid for Jaguar or similar.—54, Streatham Hill, S.W.2. Tel. Hill 2676. (W5016)
Wanted, reasonable price.—Erskine 4444. (C2051)
Commercial Rd., Woking. (W2051)
XK120 wanted in good condition for cash.—Valentine 3674 after 6 p.m. (W2018)
MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. 218, 8000, Seven Sisters Rd., Tottenham, N.15. (0180 R)
PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 5041. (W5041)
RICHARDS & CARR buy XK120, Mark V and Mark VII.—55, Kinnerton St., London, S.W.1. Sloane 5424. (W2049)
CASH immediately for good Jaguar.—Details, please, to H. F. Edwards, 19, Seabrook Rd., Hythe, Kent, Tel. Hythe 67511. (W2059)
R. P. POWELL MOTORS, Ltd., East London area. Cars, good used Jaguar cars required.—521, Romford Rd., Forest Gate E.7. Maryland 4018. (0454 R)
IMMEDIATELY give us particulars of the Jaguar you wish to sell, our classified index contains names of many purchasers for all models, Jaguars only.—Clapton Garages, Ltd., Ledbury Rd., W.11, Bayswater 2949. (C1042)
Jaguar Spares and Service
H
HENLYS, Ltd.
ENGLAND'S Largest Jaguar Service Station,
G
GREAT West Rd. Brentford. (Ealing 3477)
SPARES and replacement engines for all models from 1938.
AND at: Manchester, Cheetham Hill Rd., Deansgate 4216-7. (C1063 R)
QUICK completion of repairs.
SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15. (C2054)
FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lane, N.15. Palmers Green 3651-2-5. (W4008 R)
R. P. POWELL MOTORS, Ltd., East London area. Dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4018. (0454 R)
LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Park Road Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (0528 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service
PERLESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22594.

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4050, Deansgate, Manchester, Tel. Deansgate 4507.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5.

JEEP

JEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin 4718. (1952/R)
£120 buys a special bargain.—See Metamot, famous for 12 conversions.—99B, Belzize Lane, N.W.5, Hampstead 8251. (1952/R)

JEPS—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities.—24-hour service.

MOTOCRAFT GARAGES, Station Approach, Gunnersbury, W.4, Chiswick 5015/0621. (1941/R)

JEPS—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (1910/R)

95 (Ford), registered November, 1948, good condition; terms, exchange; last open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1940/R)

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep below).

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—551-555, High Rd., Chiswick, London, W.4, Chiswick 1919. (1935/R)

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

Jeep Spares and Service

JEPP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1, Sloane 5765 4752, 4758. (1950/R)

JENSEN

BROOKLANDS: Individuality, new and used cars.
NEW Jensen Interceptor saloon available.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 6351-6. (1912/R)

JOWETT

WM
WELBECK MOTORS Ltd., for Jowett cars.
LARGEST selection of as-new used models.
As specialists we are offered an enormous number of these cars and are able to pick the finest examples.
FOR instance:—

1953 (July) Javelin de luxe saloon in black with brown hide, 2,000 miles; £850.
1951 (first registered December 30, 1950) Javelin de luxe in maroon with beige hide, 22,900 miles as new; £595.

1953 Jupiter Mark 1A in British racing green, 8,000 miles, this is the very rare Mark 1A with opening rear and side-latch chassis modifications, not to be confused with the obsolete Mark 1. It is the first second-hand Mark 1A we have ever been able to offer, priced at £765.

WELBECK MOTORS Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991 (to lines). (1949/R)

C. OF P
CLARKE'S OF PIRBRIGHT.
THE Jowett centre of the south.
DISTRIBUTORS.

NEW and used Javelins.
DELIVERY from stock:—

1952 (December) PE Javelin de luxe; £725.
1951 Javelin de luxe saloon, black with beige leather, replacement engine now being fitted; £625.

All used Javelins are reconditioned.
DAY and night service in Guildford, Woking and Aldershot area.
SALES staff available at all times.

PIRBRIGHT, Surrey.
BROOKWOOD 2201-2. (1914/R)

COLLIVER FISHER, Ltd.
THE Jowett specialists offer their outstanding motor showtime specimen:—

1952 Jowett Javelin de luxe saloon, maroon, beige leather, low mileage; £725.
STATION Parade, Northwood Middx, Tel. 777 (4 lines). (1925/R)

MAYFAIR COUNTRY CARS offer:—
1952 (June) Jupiter in superb condition, taxed; £675; terms, exchange.—7, George Yard, Grosvenor Sq., W.1, Mayfair 0131. (1950/R)

1953 Jupiter 3-seater convertible, 250 miles only, quite new, unblemished condition, fully guaranteed; £850.—Below.

1953 Javelin de luxe saloon, grey/red, 212 miles only, absolutely new unblemished condition, fully guaranteed, radio could be fitted.
H. A. SAUNDERS, 144, Golders Green Rd., N.W.11, Speedwell 0011. (1940/R)

DICKS

1953 Jowett Jupiter coupe, shop soiled, works delivery mileage only, choice of two; £550.
1953 Jowett Jupiter coupe, 500 miles only, registered last month, £100 worth of extras, as brand new, £625.

1952 Jowett Jupiter coupe, positively as new; £725.—Below.
1950 Jowett Javelin saloon de luxe, very superior condition; £575.

1949 Jowett Javelin saloon de luxe, remarkable condition, fitted late series engine, £495.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6885-9. (1912/R)

H. A. SAUNDERS, Ltd., offer:—
1952 Jowett Javelin de luxe saloon, metallic grey with red upholstery; £665.
1950 Jowett Javelin de luxe saloon, black with brown upholstery; £575.

836—842, High Rd., N.12, Hillside 5272 (8 lines). (1920/R)
BRADSTOCK MOTORS, offer:—

£565—1952 Jowett Jupiter, one owner, low mileage, exceptional condition; terms, exchange.—Chase Rd., Epsom, Tel. 635. (1920/R)

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—
1949 Jowett Javelin, one owner, fitted H.M.V. wireless, heater and accessories, excellent condition; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Enfield 1631. (1940/R)

H. M. BENTLEY & PARTNERS Ltd., offer:—
1953 (July) Javelin de luxe saloon, 1,800 miles; £565.
1950 Javelin de luxe saloon, one owner, Series III engine; £600.

9 Albemarle St., London, W.1, Tel. Grosvenor 5551. (1910/R)
F. FAIRMAN & SONS, Ltd., East Surrey distributors.

1953 Jupiter Mark 1, scarlet, unregistered, shop soiled, bargain £850; also new Javelin de luxe saloons in stock; complete spares stocks.—Horsley, Surrey, Tel. Horsley 17. (1951/R)

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs, and new and used sales, factory trained mechanics.
G. Cro. 3641-2, 208, Gt. Portland St., W.1, Eus. 4632-4; Bushwood Corner, Leytonstone, E.11, Wan. 5101-2.

1950 Javelin, radio, heater, spot light, exceptional value; £445.—Richards & Carr, 35, Kinnerston St., London, S.W.1, Sloane 5424. (1950/R)

1952 Jowett 8 saloon, £195, exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 5556. (1920/R)

CASE'S MOTOR MART—1949 Javelin saloon, blue, leather, heater, unblemished, 26,000 miles; £600, written guarantee.—5, Warren St., W.1, Euston 4110. (1910/R)

1949 Jowett Javelin saloon de luxe, heater, one owner; £475; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (tube). (1910/R)

£165—1936 Jowett 2-cylinder saloon, 30,000 miles, one owner, most exceptional condition, runs as new.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (1910/R)

SUPERB Javelin, Tampico beige, 17,000 miles since new, £50 extras, super car, must be seen to be believed, one owner only; £650.—Huntings, Jowett Agency, Bonnersfield Lane, Harrow, Tel. 6225-6. (1915/R)

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Kilners End Rd., Beckenham, Kent, Tel. Beckenham 2565. (1930/R)

1951 (first reg. March 1951) Javelin saloon, blue, fitted radio, heater and loose covers, 12,000 miles, one owner, immaculate condition; £745.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. (1910/R)

1950 Jowett Javelin saloon, £595; or hired 36 months, inc. tax and ins. £24-5.—The Cooden Eng. Co., Ltd., Cooden, Heathfield-on-Sea, Tel. Cooden 600. (1931/R)

1949 Javelin saloon, modified engine, immaculate; £475; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (1940/R)

1952 (April) Jowett Jupiter convertible, turquoise blue, mileage 22,500, replacement engine fitted 500 miles ago, one owner, tax paid; £575.—W. P. Maidens, Epsford, Lincs, Tel. 185. (1964/R)

1951 (Nov.) Javelin de luxe saloon, black/brown leather, 15,000 recorded mileage, perfect order; £675; guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (1945/R)

ROSE & YOUNG, Ltd., offer 1952 Jowett Jupiter, one owner since new, immaculate condition, fitted heater; £575.—659, St. Albans Ave., Strettham Hill, S.W.2 (1 minute Strettham Hill Station), Tulse Hill 6464. (1950/R)

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7, Russell Parade, Golders Green Rd., London, N.W.11, Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London distributors. (1914/R)

1950 Series Jowett Javelin, colour beige, fawn upholstery, 4 new tyres, new battery, brakes relined, heater, tartan covers, carefully used and maintained mileage 20,000 approx.; superb condition throughout, any examination welcomed; price £445.—Tel. Vandyke 4958 or 2975 (London), 10.30 to 6. (1910/R)

JOWETT

JOWETT

1952 Javelin saloon, 8,000 miles, black, unblemished appearance, splendid mechanical condition, £675 three months' written guarantee; service after sale, exchange, deferred, H.P.—Harjard Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Road, three minutes Trolley East Finchley tube), Finchley 0052. (1930/R)

Jowett Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1, Euston 1212. (1974/R)

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jowett.—Hampstead (Tube), N.W.2, Ham. 6041. (W4018/R)

WM
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1, Welbeck 3991. Largest Jowett stockists in the country, would very much like to buy your Javelin if it is quite perfect and exceptional for its year.

DICKS, the Jowett agents.
FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6885-9.
JAVELIN 1949-51, up to £500, de luxe preferred.—27, Balliol Ave., N.W.10. (1910/R)

£500 cash.—For Jowett Jupiter 3-seater convertible—Box 1497. (1910/R)

JAVELIN and Jupiter wanted.—Richards & Carr 35, Kinnerston St., London, S.W.1, Sloane 5424. (1930/R)

Jowett Spares and Service

COLLIVER-FISHER, Ltd., unpaired service, spares and replacement units.—Northwood, Middx, Tel. 777 (4 lines). (1909/R)

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 18, Edg. 0916. (1954/R)

KINGSTON-ON-THAMES—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston, Kin. 1241-2. (1910/R)

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and other Jowett—Bonnersfield Lane, Harrow, Tel. 6225-6.

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and repairs.

MOTORS to London? Bring your Jowett to the West End service centre for Energo B.P. Lubrication, repairs, spares, Wimbush's (Essex) 1601, Headfort Place, Hyde Park Corner, S.W.1, Sloane 0151. (1910/R)

LAGO TALBOT

1951 (show model, 1950) Lago Talbot 2½-litre 2-door full 4-seater sports saloon by Saatchik of Paris, maroon, fawn hide, fitted sun roof, heater, radio and every refinement, a most handsome car with an outstanding performance, condition throughout quite exceptional, cost over £4,500, outstanding value, £1,795, exchange, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11, Bay. 4274. (1930/R)

LAGONDA

SWANMORE GARAGE, offer:—
1940 Lagonda Rapide d.h. coupe.
EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 45544. (1902/R)

METCALFE & MUNDY, Ltd.
1950 Lagonda 2.6 saloon, 36,000 miles, black with cream leather, immaculate condition throughout, complete Lagonda works history, H.M.V. radio; £1,280.
280 Old Brompton Rd. S.W.5, Fremantle 5471. (1906/R)

GUY SALMON AUTOMOBILES offer:—
1953 (June) Lagonda 2.6-litre Tickford drop head coupe, silver grey, red leather upholstery, Vantage engine H.M.V. radio, rev. counter, Ace Rimblushers, screen washers, 2,500 miles, fitted standard Dunlop Fort; £2,550; Dunlop Whitewall covers available at extra cost.

1950 Lagonda 2.6-litre drop head coupe, one owner, just completely overhauled and passed by makers, new hood, faultless condition; £1,550.—Farnmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (1901/R)

BROOKLANDS, Lagonda distributors, latest 1954 models.
1952 Lagonda 2.6-litre saloon, 13,000 miles.
1952 Lagonda 2.6-litre coupe, 17,000 miles.

1950 Lagonda 2.6-litre saloon, small mileage.
BUY or sell your car at
103 New Bond St., London, W.1, Mayfair 6351-6. (1912/R)

DAVIES MOTORS, Ltd. (managing director J. F. Davies, 20 years service manager to Lagonda, Ltd.), 4½-litre LQ45 sports saloon, 4,000 miles, since complete engine and chassis overhaul and coachwork reculiffed.

1937 4½-litre LQ45 Rapid sports 4-seater, outside exhaust pipes, exceptionally well maintained throughout.

1937 4½-litre LQ45 4-seater drop head coupe, now in course of general works check-over.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified examiner to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. (1910/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

PERFORMANCE CARS, good selection, always available, written guarantee.—See under "Sports Cars."

1940 L.G.6 drop head coupe, immaculate condition.—Dutton, The Hollies, Sandringham, Cheshire. Tel. Sandring 5252. (1560)

£120—2-litre Lagonda 1952-3 sports saloon, new tyres, excellent runner, taxed, sound bodywork.—C. Arnold, 8 Homestead Way, Northampton, Tel. 21001. (2091)

1952 Lagonda drop head coupe, maroon, beige upholstery, fitted radio, 8,000 miles, immaculate condition, just serviced Lagonda's, passed 100%; seen London, price £1,950.—Box 0828. (1651)

1938 V.12 short chassis sports saloon, 31,000 miles, believed genuine, confidently offered as best V.12 available £675.—Richards & Carr, 53, Kinnerton St., London, S.W.1, S.44. (15045)

1952 Lagonda drop head coupe, maroon, beige upholstery, radio, 8,000 miles only, immaculate condition, just serviced by Lagonda's, passed 100%, written guarantee; £1,950; h.p. terms and exchanges. Seen at— (1979)

REYES MOTORS Ltd., 73-75, Albany St., N.W.1, Euston 6994. (1701)

1939 Lagonda V.12 drop head convertible, latest model, gunmetal finished engine perfect condition, chauffeur driven, heater, demister, telescopic shock absorbers, wireless, 2 spare wheels, new tyres; £950, no offers.—Ring for appointment to view 6121. (1979)

Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex, Ealing 5941. (W5041)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service. (181090)

273 London Rd., Staines, Tel. Staines 4211-2-5. 4-5. We are open on Saturday mornings. (181090)

Lanchester

WM WELBECK MOTORS, Ltd., proudly offer:—

1953 (October) Lanchester 14 in grey with blue leather, 200 miles only; this is in fact a new car—sold and registered—but only once used by the owner, the latest list price of this car is £1,415, and the old list price up to a few weeks ago was just under £1,200, as this car is registered and technically second-hand; we offer it at £1,175, same as maker's guarantee. (181090)

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). (C4049)

STRATSTONE, Ltd., Lanchester distributors.

L LANCHESTER 14hp saloon (1953), black with green leather, 200 miles only, £1,095. (C4049)

STRATSTONE, 40, Berkeley St., W.1, Mayfair 4404. Service, 7, Herbrand St., Russell Sq., W.C.1. Terminus 7464. (C4022)

L LANCHESTER 10hp, retimed, engine perfect, new 100, reconditioned; £1,100.—25, Clutton Ave., Acton, W.3. (2165)

1937 Lanchester 14 Roadster saloon, guaranteed; £1,175; payments—O'dell, 386, Kensington High St., W.14, Wes. 6651. (C5929)

1939 40 Lanchester 14 Roadster saloon, black, in brown leather interior, in really excellent condition throughout, any examination; £250. (C5906)

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6 Manchester, Fen. 5457. (C5906)

1938 Lanchester 14, £295; or hired 36 months, ins. tax and ins. £15/7/6.—The Cooden Eng. Co., Ltd., Cooden, Bexhill-on-Sea, Tel. Cooden 600. (2035)

365 Lanchester 10, September 1945 (post-war series) de luxe saloon, sliding head, leather, i.f.s., very good condition; terms; exchanges.—Rowland Smith, 107, Crawford St., London, W.1. (C4049)

245 Lanchester 14 1938 Roadster de luxe saloon, sliding head, red leather, i.f.s., excellent condition; terms; exchanges; list, open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£495 Lanchester 10 saloon de luxe, so very faithfully maintained by one owner since new that its condition to-day compares very favourably with many 1953 models, coachwork and leather upholstery are really beautiful and the appearance is only matched by its superb mechanical order; also late pre-war Roadster saloons from £225 and an earlier pre-war 10hp saloon at only £145. (C4018)

ROWLAND SMITH'S, Leighton Buzzard, Beds, Tel. C. 2041. Open till 8 p.m. Mondays to Saturdays. Write for Catalogue. (C1035)

Lanchester Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchesters.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

C CASH immediately for good Lanchester.—Details, please, to R. M. Smith, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (W4001)

Lanchester Spares and Service

A ARCOT ENGINEERING Ltd.—Prestige gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7501. (C5237/R)

C CROFTON.—Donald Vine & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Crofton 5775. (0689)

A LLEN'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Maccall 6252-4 and 4199. (0642/R)

Lancia

R. F. FUGGLE, Ltd.

L. F. WARD, Ltd.

1938 Lancia Aprilia saloon, fitted radio and heater, in remarkable condition. (C4925)

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 347. London office, Mayfair 0146. (C4925)

LANCIA

1938 Lancia Aprilia, a very well maintained motor car in good condition throughout. £435. (C4917)

R. F. FUGGLE, Ltd., Basher Heath, Herts. Tel. 1655. (C4917)

JOHN S. TRUSCOTT, Ltd., for Lancia. (C4917)

UNIQUE opportunity, 1950 Aprilia 2nd series standard saloon, dark blue, fitted with many extras, complete history known since new, outstanding condition, also one of two pre-war Aprilia standard saloons in outstanding condition. (C4917)

EXCHANGES, deferred terms. (C4917)

173 Westbourne Grove, W.11, Bar. 4274. (C4917)

H Chippendale Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

LANCIA Aprilia, 1937, metallic grey, 1939 chassis, new tyres, recent £240 overhaul, a good specimen, £595.—The Huddell Motor Works, Ltd., Huddersfield, Surrey, Tel. Huddersfield 663. (2061)

LANCIA Aprilia 1937 saloon, green, carefully maintained and in good condition; £250.—Tel. or write for appointment. Bolt, Muir Lodge, Bath Rd., Camberley 2209. (2012)

£495—Lancia Aprilia, Dec. 1938, saloon, magnificent, mechanically maintained, 1939 chassis, full records available, metallic finish; another August at £295. (C4917)

B ENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

1934 August 4-door saloon, possibly the best example of this year's car in England. (C4917)

£295—Jacquier, Ltd., 225-27, Hammersmith Rd., W.6, Riverside 6677-8. (C2043)

Lancia Cars Wanted

LANCIA—John S. Truscott, Ltd. urgently require good examples, highest prices for cash or exchange.—173 Westbourne Grove, W.11, Bar. 4274. (W4005)

REQUIRED, good used Lancia Aprilia or later model. —Edwards, Amersbury Lane, Harpenden, Herts. (W4000)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

K and DAVIES & MARCH, Ltd. will buy second-hand Lancia Aprilias—41-42, Hay's Mews, Berkeley Sq., W.1, Gros. 2563. (W2054/R)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—Established branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Verano 0556). (0520/R)

LEA-FRANCIS

B J. HUNTER, Ltd., offer:—

1947 Lea-Francis saloon, fitted radio, very attractive, five car, £25. (C4040)

B J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6303. (C4040)

CYRIL SHEPPARD OF READING offers:—

1949 Lea-Francis 11-litre 2-seater sports, cream, red leather 4395.—"Sheppard's Hill," London Rd., Reading, Reading 2545-6. (2215)

CHARLES FOLLETT, Ltd., sole distributors, Lea-Francis, London and Home Counties, offer the following:—

1951 model Lea-Francis 14-70 streamline saloon, black, radio, heater, one owner, 19,000 miles, outstanding condition, maintained by us since new, full history available; £975 (cost new £1,750). (C4018)

1951 Lea-Francis 18hp streamline saloon, specially painted metallic blue, radio, heater, screenwash, Kilmbeishers, etc., serviced by us since new, exceptional condition; £975 (cost new £1,760). (C4018)

1949 Lea-Francis 18hp light streamlined saloon, heater and spotlamp, 44,000 miles, serviced, £575. (C4018)

IMMEDIATE delivery of new Lea-Francis 14hp sal., colour dark green, leather, heater and demister; at new list price £1,261/19/2 including P. Tax. (C4018)

18 Berkeley St., W.1, Mayfair 6266. (C4018)

SERVICE, Works and Stores—Barnsdale Yard, off Elna Ave., W.9, Canningham 5956. (C2010)

1951 Lea-Francis 14hp saloon, black with brown leather, heater, 29,000 miles, £595.—A. Der & Co., 18, Hardman St., Liverpool, 1, Royal 5637. (2129)

1951 model Lea-Francis 14hp saloon, with sliding head, fitted seat covers, total mileage 26,000; £595.—Robbins, East Putney, Tel. 451. (C4018)

695 sports saloon, built-in headlamps, i.f.s., radio, carefully used, exceptional condition; terms; exchanges; list, open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 Lea-Francis super sports 2-4-seater, fitted with new engine, British racing green, fast, very good looking, economical; £595; three months' written guarantee; service after sale; exchanges, deferred.—Harold Finnis, Ltd., 297-301, High Rd., East Finchley, N.2 (at New Circular Cross Road), three minutes trolley East Finchley tube, Finchley 062-53. (C4065)

Lea-Francis Cars Wanted

B J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis

B J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Gladstone 6303. (W4040)

WANTED, 2½ Lea-Francis sports.—Offord, 68, Epsom Rd., Epsom, Surrey, Tel. Epsom 9400. (W4001)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. (C4018)

SHOWROOMS, 18, Berkeley St., W.1, Mayfair 6266. (C4018)

OFFICIAL Lea-Francis London Service Station, Works and Stores.—

BARNSDALE Yard, off Elna Avenue, W.9, Tel. Canningham 5956-7. (0595/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacture of the first car to the latest. Much Part. (C4018)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. (C4018)

SHOWROOMS, 18, Berkeley St., W.1, Mayfair 6266. (C4018)

OFFICIAL Lea-Francis London Service Station, Works and Stores.—

BARNSDALE Yard, off Elna Avenue, W.9, Tel. Canningham 5956-7. (0595/R)

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Lea-Francis Distributors East Glamorgan.—Spares and service. (C4018)

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

1937 model Lincoln 7-passenger double equipped, in-line, face forward occasional, by Hooper, immaculate throughout, cost £2,250, offered at the special price of £275, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Mids. Tel. 2960. (C2055)

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain), Ltd. offer:—

1939 Type 230 4-door saloon continental steering, black and red with red leather upholstery; may be seen by appointment.—Victoria 8715-6. (C5049)

Mercedes-Benz Cars Wanted

WANTED, 1938 or 1939 8-cylinder Type 520 Mercedes-Benz. Box 1455. (1194)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd. Spares Service and Repairs, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 5144. (4125)

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Mercury Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months, clients travelling long distances to see our M.G.s are always sure of a comprehensive stock and one car which might prove unsuitable. (C4018)

CHOICE of four T.C.s: 1949 red, £445; 1947 red, £575; 1947 black, £565; 1946 black, £565. (C4018)

CHOICE of four T.A.s: 1950 red, £295; 1950 cream, £295; 1957 green, £275; 1957 blue, £265. (C4018)

CHOICE of four P.A.s: 1955 red, £195; 1954 green, £175; 1954 blue, £145; 1954 cream, £145. (C4018)

CHOICE of four J.2.s: 1955 red, £165; 1955 black, £155; 1955 red, £155; 1955 cream and red, £125. (C4018)

EX-Harewood blown P.B. as raced, £275; ex-Doris Magnette, £495. (C4018)

CHOICE of three litre saloons: 1958 black, £245; 1957 blue, £225; 1956 grey, £165. (C4018)

CHOICE of two V.A. M.G.s: 1958 tourer, £505; 1955 drop head tourer, £515. (C4018)

M G. 12hp saloon, £125; M.G. 12hp tourer, £95; M.G. 12hp, £65. (C4018)

IMMEDIATE hire purchase, insurance and part exchanges, many others in stock, see under "Sports Cars." (C4018)

PERFORMANCE CARS Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 5941. (C5049)

WM WELBECK MOTORS, Ltd., proudly offer:—

1939 M.G. T.B. in red; we say categorically that this is the best pre-war M.G. in the country; for the whole car in every way is identical to new; a collector's piece priced at £545; exchanges; deferred terms. (C4018)

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). (C4049)

C CAR MART, Ltd.

1953 M.G. T.D. 2,000 miles; £650.—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. (C1125)

GATEROUSE offer:—

1947 M.G. T.C. Midgest, specimen car, black & red, car good to own; £395.—Gatemoor Motors, Ltd., Highgate Village, London N.6, Tel. Moatview 4444. (C2021)

R C. WIMBUSH, Ltd., offer:—

MARK II M.G. T.D. (June, 1953), cream with red 550 miles, very carefully run in; £375. (C4018)

312 Earls Court Rd., S.W.5, Frenchie 8401. (C4018)

PARADE MOTORS (MITCHAM), Ltd., offer:—

M G. 1939 2-seater, green, many extras; £475. (C4018)

M G. 1938 2-seater, blue, new hood, in perfect condition; £260. (C4018)

M G. 1937 2-seater, black, many extras; £245. (C4018)

M G. 1937 2-seater, black, twin spare wheels, 19in. wheels, for lamps, etc.; £205. (C4018)

M G. 1935 2-seater, blue, this car is in perfect condition; £165. (C4018)

M G. 1934 1½ type 2-seater, cream and black; this car has been completely overhauled, hills available for £185, price £155. (C4018)

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 5592. (C4018)

J. BROWN, Ltd., Established over 50 years. (C4018)

1938 M.G. 1½-litre V.A. saloon, in black with beige leather, existing engine 14,000 miles; a beautiful car; £295. (C4018)

339 Finchley Rd., N.W.3, Hampstead 4414. (C1025)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

COOMBS & SONS (GUILDFORD), Ltd., offer—

1950 M.G. T.C., red with red leather; £450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth

JACK ROSE, Ltd., M.G. dealers and agents, offer—

1953 M.G. T.C. 2-seater in silver grey, 6,000 miles,

as brand new; £645.

1951 M.G. 1½ saloon, two shades of brown, a

beautiful car; £675.

1951 M.G. 1½ saloon, two shades of green, open

to any examination; £565.

1949 M.G. T.C. 2-seater, cream and green hide;

£595—Stafford Rd., Wallington, Surrey.

1951 M.G. 1½ saloon, as new throughout;

£595.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware

Rd., N.W.9. Car. 2062. (C5004)

REPAIRS—102, London Rd., Kingston. Tel. Kin 5546.

UNIVERSITY MOTORS, Ltd., guaranteed cars always

available—80 Piccadilly, W.1. Grosvenor 4141.

£140—Two-litre tourer, full weather equipment,

tyres good, 1950—Pervale 9505. (C1117)

M.G. 2-litre sports saloon, 1959 model, reconditioned

black, green upholstery; £275—Hoddeston Motor

Co., Hoddeston 2046. (C1250)

1952 M.G. T.D., immaculate condition, 12,500

miles; £595, o.n.o.—Tel. Gerrard 8994, 10-6

Tuesday to Saturday. (C1214)

1938 T.A. M.G., reconditioned engine, excellent

condition, many extras; £250 o.n.o.—Gerrard

1, Barn Crescent, Stanmore, Middlesex. (C2045)

BRUTONS, Ltd.—M.G. 1½-litre 1954 Tickford drop

head, black/fawn hood, excellent condition; £355.

—13-14, Osten Mews, Emmsura Gate, S.W.7. (C1295)

£550—1952 model M.G. T.D., black with red

leather, 14,000 miles, new condition—O. S.

Hall, Ltd., 502 King St., Hammersmith W.6. River-

side 2861. (C2081)

545s.—M.G. 1949 1½-litre saloon, duo-tone green,

excellent condition; terms, exchanges—Rowland

Smith, below.

495s.—M.G. Midget, 1950 T.D. 2-seater, ivory,

radio, carefully used, exceptional condition;

terms, exchanges—Rowland Smith, below.

425s.—M.G. Midget, 1949 T.C. 2-seater, ivory,

excellent condition; terms, exchanges—Row-

land Smith, below.

365s.—M.G. Midget, 1947 T.C. 2-seater, very

good condition, cheap at £2 post-war Midget;

terms, exchanges, list; open 9-7 week-days and Satur-

days—Rowland Smith, Hampstead (Hampstead Tube).

M.P. T.C., late 1948, Aero screens, Windoners, £365.

Terms, exchanges, Portland Sports Autos, Meadow-

head Garage, 166, Meadowhead, Sheffield, 8. Tel.

45212. (C1918)

For sale, 1951 (October) M.G. T.D., red, 1944

leather, 25,000 miles, engine replaced at 12,000

miles; £500—J. T. Whitten, Fraserville, Newey, N.

Ireland. (C1964)

£245—1958 M.G. 2-litre sports saloon, one of

the best specimens impeccably maintained cars

that is the envy of all your friends, you must see this 3

months' guarantee, fire purchase, ex-changes.

AMBS, Finchley Showrooms, 421-423, High Rd.,

Finchley, N.12. Finchley 6221. (East Finchley

Underground.) (C2052)

M.G. 2-litre saloon, radio, heater, new tyres, very

clean, 1948, £245, terms, exchanges—Portland

Sports Autos, Meadowhead Garage, 166, Meadowhead,

Sheffield, 8. Tel. 45212. (C1946)

1951 model M.G. 1½ saloon, green with green

leather, one owner, H.M.V. radio, perfect;

£600—Gibson Sports Cars (Christchurch), Ltd., Lynd-

hurst Rd., Christchurch, Hants, Tel. 1661. (C2084)

M.G. 1½-litre saloon, December, 1947, car of im-

maculate appearance, looks as new, kept mechanic-

ally sound irrespective of cost, new engine recently

fitting; 475s. o.n.o.—James, Stanphay Lodge, Trill-

ton, Wilt. (C1233)

MUST sell, 1952 model T.D., special engine, special

plastic top twin spots, horns, mirrors, search-

lights, radio, many extras, low mileage, immaculate;

£600, or first reasonable offer.—Price, 196, Lancaster

Road, W.11. Park 5951. (C1299)

6000 miles since recondition, bills shown for £270.

1951 M.G. saloon, almost indistinguishable

from new, registered September, 1947, probably finest

example existing, 3 months' written guarantee.—

Speedsters, Ltd., Horley (Surrey) 628 until 9 p.m.

(C4020)

M.G. T.C. (1946), finished black with green leather,

engine completely reconditioned, 1,500 miles, hood

and cellulose all in excellent condition, a thoroughly

recommended car, written guarantee; terms, exchanges.

—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey.

Tel. Ewell 5101. (C2002)

1939 T.A. polychromatic green, reformed first time

1939 4,000 miles, brakes reformed, new battery and

rear shockers, clutch and steering overhauled, many

extras, tonneau, luggage grid, Windoners, spot tails,

wine mirrors, etc., owner going abroad; 500s.—Da-

vis Bar, Midhurst, Tel. 537. (C1254)

M.G. Cars Wanted

C THE CAR MART, Ltd., wish to purchase M.G. cars—

320, Euston Rd. N.W.1 Euston 1212. (C966/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash

prices for M.G.—Hampstead (Tube), N.W.3. Ham-

6041. (W4018/R)

M.G. Cars Wanted

FULL value paid for M.G. or similar.—54, Streatham

Hill, S.W.2, Tulse Hill 2676. (W5016)

PERFORMANCE CARS urgently require M.G.s.—

Great West Rd., Brentford, Middlesex, Ealing 8841.

MAYFAIR GARAGES, Ltd., top cash prices for

M.G.s.—Balderton St., W.1. Mayfair 3104, (C969/R)

CASH immediately for good M.G.—Details, please,

to H. P. Edwards, 26, Upper High St., Epsom,

Surrey. Tel. Epsom 9400. (W2001)

M.G. 2-seater wanted, pre-war if faultless condition.

—British Star Oil Co., 65, Highbury Park, N.5.

Can. 1050 (C17341)

URGENTLY required, 1947-51 M.G. 1½ saloons.—

Gibson Sports Cars (Christchurch), Ltd., Lynd-

hurst Rd., Christchurch, Hants, Tel. 1661. (C1439)

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of

M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd.,

South Woodford E.18. Waltham 7783-4. (C9486)

PERFORMANCE CARS—M.G. sales, service, spares.—

Great West Rd., Brentford, Middlesex, Ealing

8841. (S9041/R)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G.

spares outside the factory.—7, Hertford St., Lon-

don, W.1. Gro. 4141. (C504/R)

ROCKERS 6/- each, exchange; camshafts rebuilt

on leak-proof v-drive, most spares.—Thomson 108,

Kingston Rd., Wimbledon, S.W.19. Liberty 8498, 1-2

and after 7. (S4067)

M.G. Spares, most parts in stock for all models, 1930

onwards, including valves, guides, springs, rocker

bushes, shafts, etc. replacement camshafts, rockers,

dynamos, lead springs, wheels, hubs, vertical drive

assemblies, prompt postal service o.d. and guaranteed

workmanship in all our repairs.—A. E. Witham, Queens

Garage, Queens Rd., Wimbledon (Station), S.W.19.

Liberty 3093. (C9435/R)

TOULMIN MOTORS specialise in M.G. and M.G. cars

only; repairs and complete overhauls all models,

reconditioned engines in stock for types P, J, T and L,

and N. Magnet exchange service dynamos, starters,

crankshafts with rods, gear boxes, brake shoes, vertical

drives, V.D. sleeves, rockers, rocker bushes, rocker

shafts, valves, guides, springs and gasket sets with full

range of M.G. spares always available; we specialise in

exchanging spares.

WRITE or phone Toulmin Motors, 343, Staines Rd.,

Hounslow, Middlesex. Tel. Hounslow 2234 and

3456. Open all day Saturday and Sunday morning

10 a.m. to 1 p.m. (C549/R)

MINERVA

MINERVA 2-door fixed coupe, radio, immaculate

condition; £175.—Wroats Motors, Doncaster,

Yorkshire, 49560. (C12181)

MORGAN

265s.—Morgan 4/4 1939 sports 2-seater, 2 spares,

excellent condition; terms, exchanges; list;

open 9-7 week-days and Saturdays—Rowland Smith,

Hampstead (Hampstead Tube). Hampstead 6041.

ROSE & YOUNG, Ltd., offer 1952 Morgan Plus-4 2-

seater, speed, 9,000, one owner, immaculate condi-

tion; £495—65-69, Sternhold Ave., Streatham Hill,

S.W.2. (1 minute Streatham Hill Station) Tulse Hill

6164. (C5057)

Morgan Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash

prices for Morgan.—Hampstead (Tube), N.W.3.

Ham. 6041. (W4018/R)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service

and repairs—Bentley & Roy, Ltd., 161, St. Paul's

St., W.1. Langham 7735. (C514/R)

MORGANS—All available spares in stock.—F. H.

Douglas, Morgan Specialist, 1a, South Ealing

Rd., Ealing, W.5. Ealing 0570. (C723/R)

MORRIS MINOR

A CRES offer—

1949 (September) Morris Minor, green, beige

leather upholstery, as new; £400.

A CRES AUTOS, Ltd., 19 & 21, Ascot Parade, Clap-

ham Park Rd., S.W.4. Tel. Macaulay 221-2. (C1002)

CAR MART, Ltd.

1953 Morris Minor tourer, 9,000 miles; £535.—Car

Mart, Ltd., 150, Park Lane, W.1. Grosvenor

3434. (C1059)

RAYMOND WAY.

RAYMOND WAY, the hire-purchase specialists.

1951/2 Morris Minor saloon, really immaculate

throughout, genuine low mileage, very

attractive cellulose, taxed December; 479s.

HIRE purchase terms on the spot with no references,

list no formalities or guarantees; part exchange on

your present motor cycle or car; always 200 cars under

£400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.

Malda Vale 6044 connecting all branches and de-

partments (Kilburn Park Station, Bakerloo line, 150

yards). (C4047)

NEWNHAMS, Ltd.

1950 Morris Minor tourer, maroon, one owner;

NEWNHAM House, 235-7-9, Hammersmith Rd., Lon-

don, W.6. Riverside 4646. (C9204)

GATEHOUSE offer—

1950 Morris Minor convertible, black, nice car,

good condition in every respect; £450.—

Gatehouse Motors, Ltd., Highgate Village, London, N.6.

Tel. Mountview 4444. (C8021)

1951 (Sept.) Morris 4-door saloon, unused 12

months, genuine 6,000 miles, exceptional

condition; £500.—Tel. Worthing 7788. (C1209)

1952 Morris saloon, green, heater and extras, 12,000

miles, engineer maintained, faultless through-

out.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2.

Tulse Hill 4488. (C5016)

MORRIS MINOR

ELITE MOTORS offer—

1950 Morris Minor tourer, green; £425.

1949 Morris Minor saloon, green; £445.

1950 Morris Minor saloon, black; £449.

1950 (August) Morris Minor saloon, black; £465.

CHOICE of 6 other Morris 8-12hp from £165.

ELITE MOTORS, 951-961, Garratt Lane, Tooting

Broadway, Tel. B. Ham 2479 (4 lines). (C2905)

H. A. SANDERS, Ltd., offer—

1952 Morris Minor 4-door saloon, grey with beige

upholstery; £565.

836—842, High Rd., N.12. Hillside 5272 (8 lines).

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloons, green/beige (15,000 miles, heater) or blue/beige leather (18,000 miles, loose covers); choice two from £509; 1951 saloon, green/beige leather, 22,000 miles, one owner, £469; 1950 saloon, black/beige leather, one owner, £429; 1952 tourers, green/beige or blue/beige leather, one owner, choice two, £489; 1951 tourers, green/beige or black/beige leather, low mileage, choice two from £419; 1949 tourer, beige/beige leather, £379; three months' guarantee; terms, exchanges; lists—Stockwell Rd., S.W.9, Brixton 6251. [C5068]

Morris Minor Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Minor cars—320, Easton Rd., N.W.1, Euston 1212. [0716/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

PRIVATELY owned Minor—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2765. [W2037]

1953—New or small mileage 2- or 4-door saloon urgently wanted.—S. D. Services, 12, Sea Rd., Fulwell, Sunderland. [2155]

MORRIS EIGHT

C.M.I. CAR SALES (Pvt. 6623) offer:—

1948 Morris 8 4-door saloon, very clean condition; £365. [C5058]

THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1948 (March) Morris 8hp saloon, fawn and black, coachwork, mechanical condition and tyres excellent, moderate mileage; £395.—The Broadway, Mill Hill, N.W.7, Tel. Mill 2340. [C5012]

W. J. BROWN, Ltd., established over 50 years. [C5012]

1948 Morris 8 4-door saloon, black, brown leather, radio, exceptional, £350. [C5012]

339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1946 (Nov.) Morris 8 2-door sliding roof saloon, black, new engine, one owner; £310. [C5010]

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8, Mac. 3565. [C2006]

1947 Morris 8 4-door saloon, black with brown hide, sliding roof, exceptionally fine condition; £375. [C5015]

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine, £365.—Rusham, East Putney, Tel. 4584. [C5010]

145 gns.—Morris 8 (November, 1953) saloon, sliding head, leather; terms, exchanges.—Rowland Smith, below. [C5015]

125 gns.—Morris 8 1957 saloon, green and black; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), N.W.5, Ham. 6041. [W4018/R]

1947 Morris 8 2-door sun saloon, black/brown leather interior, nice car, £295.—14, Ovington Gardens, Worthing, Swandean 649. [C4027]

£175 11-1953 Morris 8 saloon de luxe, also choice 4-door saloon and sports tourer; 3 months' guarantee; hire purchase, exchanges. [C5015]

L. AMBROS, Finchley Showrooms, 621-623, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C5052]

1948 Morris 8 4-door saloon, specimen car, £390.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14, Tel. Western 2512. [C4019]

1947 Morris 8 sun saloon, one owner only, first-class condition, £525.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076]

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars, which have been thoroughly checked in our workshops and are guaranteed for 5 months:—

1941 Series E 2-door de luxe saloon, fitted reconditioned engine, superb condition; £275. [C5015]

1938 2-door de luxe saloon, sunshade roof, excellent condition throughout, £195. [C5015]

1938 4-seater tourer, excellent condition throughout; £195. [C5015]

1937 2-door de luxe saloon, sunshade roof, perfect condition throughout; £175. [C5015]

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment.—S.G.A. Motors, 14, Atherstone Mess, Cromwell Rd., S.W.7 (5 minutes Gloucester Rd Tube), Western 3248. [C4065]

1948 (August) Morris 8 series E 4-door saloon, reconditioned engine, coachwork and interior unmarked, one careful owner; £595.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C5015]

TANKARD & SMITH, Ltd., offer 1948 Morris 8 series E 4-door saloon, green with brown leather, exceptional condition throughout; £375; three months' written guarantee; £4-156, Kings Rd., Chiswick, S.W.5, Flaxman 4801-2-3. [C4026]

Morris Eight Cars Wanted

1938 Morris 8 2-seater required, good condition; price and details.—Box 1495. [2148]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

MORRIS TEN

MORRIS 10 saloon, late 1946, £285.—Value Cars, East Street, Prospect 7520. [1695]

£225!!! 1959 series M Morris 10 4-door saloon de luxe, largely original in condition, very sound runner with excellent tyres. [C1055]

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. C 2041, Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

1947 Morris 10 saloon, black, one owner, 50,440 miles only, splendid condition; £365.—Rex Motors, Ltd., 75-75, Albany St., N.W.1, Euston 6994. [C2075]

MORRIS TEN

225 gns.—Morris 10, 1951, Series M saloon, black, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below. [C5015]

325 gns.—Morris 10, September 1946 saloon, sliding head, leather, one owner, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C5015]

1947 model Morris 10, one owner, sun roof, magnificent condition, £359.—Kirkdale Cars, Coiba Corner, Sydenham, S.E.26. [C2068]

WALTER SCOTT, Ltd.—Morris 10 1947 model de luxe saloon, black, brown leather, bargain; £295.—39, College Crescent, Hampstead, N.W.3, (8 min. Col. Tube), Pri. 5514. [C4009]

£375—June 1946 Morris 10, immaculate inside and out, second engine, new tyres, taxed.—Jim Automotors, 66, Hatfield Rd., Wimbeldon, S.W.19, Wimbeldon 4925. [C2067]

MAYFAIR GARAGES, Ltd.—1955 model 4-door de luxe saloon, blue, blue leather, very good condition throughout, £395.—Balderton St. (opp. Selfridges), Mayfair, W.1, Mayfair 5104-5, Open 9-6, Saturdays. [C5009]

Morris Ten Cars Wanted

PRIVATELY owned Morris 10—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2765. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

MORRIS TWELVE

£145—1936 Morris 12 4 de luxe saloon, in nice condition; £60 down.—Bray Motors, 80-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

1938 Morris 12 saloon, one owner, genuine 45,000 miles, grey with blue leather, absolutely as new; £275.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

MORRIS OXFORD

W M WELBECK MOTORS, Ltd., proudly offer:—

1952 Morris Oxford, in pale blue with green leather, 7,000 miles, whole car exactly as new; £595. [C5015]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991 (6 lines). [C4049]

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford saloon, black, 1,200 miles; part exchange, delivery terms; £3. [C5015]

CHARLES RICKARDS, Ltd., offer:—

1952 (July) Morris Oxford, finished black, 10,000 miles, one careful owner since new; £575. [C5015]

56 gns.—a good selection of genuine low mileage cars, offered with our 3 months' guarantee. [C5050]

W. J. BROWN, Ltd., established over 50 years. [C5012]

1952 Morris Oxford saloon, black, red leather, heater, one owner; £375. [C5015]

339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

1953 (May) Morris Oxford saloon, 2,500 miles, black, £665.—Westridge 800. [C4025]

1952 Morris Oxford saloon, leader, 12,000 miles; £620.—Cranmore, 2042 Porters Bar. [C1042]

1953 Morris Oxford saloon, one owner, 8,500 miles; £665.—J. Fisker, Ltd., Park 5077. [C2016]

1950 Morris Oxford, one owner, small mileage, a specimen; £525; 3 months' guarantee; terms and exchanges. [C5015]

JACK WILLIAMS MOTORS, Ltd., 161, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£525—1951 series Morris Oxford, black with maroon leather, in exceptional condition. [C5015]

DENHAM SERVICES, Ltd., Denham, Bucks, Tel. Denham 2266. [C1079]

MORRIS Oxford, late 1949, very good; £445; terms, exchanges.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 5, Tel. 45212. [C495]

1950 Morris Oxford, 18,750 miles only, exceptionally good condition; £495.—K.F.S. Motors, Kingston By-pass, Essex, Tel. Enderbrook 8090. [C2064]

1951 Morris Oxford, black; £585.—Smith & Hunter, W.14, Tel. Western 2512. [C4019]

1953 model Morris Oxford saloon, birch grey-red, 3,000 miles, as new; £645.—Dunsons, Ltd. (Morris Agents), Staines, Tel. 801. [C1074]

1949 (Nov.) Morris Oxford saloon, 35,000 miles, in excellent condition, one owner; £475.—D. Rowe & Co. Ltd., The Hornet, Chislehurst, Tel. 2471. [C1074]

1952 (April) Morris Oxford saloon, 11,000 miles, excellent condition throughout; £595.—Dunsons, Ltd. (Morris Agents), Staines, Tel. 801. [C1074]

1951 Morris Oxford saloon, run 17,000 miles only, one owner; carefully used; £545.—Promenade Motors, 479, Green Lane, Palmers Green, London, N.15. [1692]

1952 Morris Oxford saloon, 12,000 miles, one owner, exceptional condition; £595.—E. J. Mendel, Ltd., 85, Gr. Portland St., W.1, Langham 2261-2. [C5067]

1952 Morris Oxford, green, heater, excellent condition; £355.—Hylle (Finchley), Ltd., Osborn Parade, North Finchley, London N.12, Tel. Hillside 1044. [1979]

1952 Morris Oxford saloon, blue, genuine guaranteed mileage 6,200, indistinguishable from new; £425.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5451-2. [C5011]

!!! Exceptional opportunity, 1951 Morris Oxford 4-door saloon, very low mileage, immaculate, amazing value; 500 guineas, terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.5, Hampstead 0087-9. [1665]

MORRIS OXFORD

1952 (June) Morris Oxford, 8,700 miles guaranteed, one owner, taxed year, underseal, fitted radio, heater, Tyran loose covers, a one-owner car in exceptional condition, unrepeatable at £645. [C5015]

R. H. COY, Ltd., (Morris purchased) 16, Albemarle St., Mayfair, London, W.1, Hyde Park 2952-3-4. [C5015]

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, grey brown leather, 20,000 miles, heater, £529; 1950 maroon red leather, nominal mileage, heater, radio, spare wheels, choice of two from £465, three months' guarantee; terms, exchanges; lists—8, Rockwell Rd., S.W.9, Brixton 6251. [C5015]

Morris Oxford Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150, Park Lane, W.1, Grosvenor 5454. [0717/R]

FULL value paid for Oxford or similar—54, St. Pancras Hill, S.W.2, Tulse Hill 2676. [W5016]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

MORRIS FOURTEEN

£150—Morris 14 saloon, 1957, one owner since new, extensive overhaul, taxed—E. J. Mendel, Ltd., Lake St., Leighton Buzzard 2172. [C1067]

MORRIS SIX

1953 (August) Morris Six saloon, black, 1,400 miles only, absolutely as new; taxed; £795; terms, exchanges. [C5015]

WEST LONDON MOTORS, 205, Fulham Palace Rd., W.14, Fulham 6066. [C5015]

MORRIS Six 1950 saloon de luxe, finished in very attractive sea green, fitted loose covers, whole car immaculate, exceptional bargain at £455. [C5015]

J. H. CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. [C1056]

445 gns.—Morris Six, 1950 saloon, black, maroon leather, carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C5015]

Morris Six Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Six cars—150, Park Lane, W.1, Grosvenor 5454. [0717/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six, Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gai. 2767. [0524/R]

HATTON'S will buy post-war Morris models, distance no object.—Lord St., Southport, Tel. 2268, (0796/R)

MORRIS wanted.—Morris, 10, Tottenham Rd., Tottenham, N.15. [0996/R]

CASH immediately for good Morris.—Details, please, to H. F. Edwards, 19, Seabrook Rd., Hylle, Kent, Tel. Hythe 67511. [W2059]

Morris Spares and Service

MORRIS—Genuine spares and specialist repair service, immediately available in the West End. [C5015]

MORRIS & CO., Cleveland Garages, Cleveland 125. [C5015]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0524]

NASH

SIMPSON'S offer

1950 Nash Ambassador saloon, Hydramatic, radio, heater, all extras, 18,240 miles only; £1,995. [C5015]

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 545, High Rd. Wembley 8912/3 5955. [C5015]

OLDSMOBILE

TAYLOR & CRAWLEY offer:—

1952 (Nov.) Oldsmobile Rocket de luxe sedan, in superb immaculate condition, 2,900 miles, all extras; £2,175. [C5015]

1951 (Nov.) Oldsmobile Rocket 88 Holiday coupe, with Hydramatic drive, radio, heater, amazing performance; £1,395. [C5015]

33 Grosvenor Crescent Moss, Hyde Park Corner, S.W.1, Sloane 5215. [C4065]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and spares.—Blindley Heath, N. Lingfield, Surrey, Tel. 250-1. [0217/R]

1951 new condition throughout; £1,250.—H. C. Paul, Ltd., 52, Bruton Place, W.1, Mayfair 0821-2. [C5043]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lea Garages Ltd., 2, Lexington St., W.1 (Overhead 6903). Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 626-7). [0575/R]

Oldsmobile Cars Wanted

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars. [C5015]

LEX GARAGES, Ltd., 2, Lexington St., W.1, Grosvenor 5454. [0620/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd.—the Oldsmobile buyers.—Wembley 8912/3 5955. [W4018/R]

DISTRIBUTORS (RAWLENCE), Ltd.—Blindley Heath, N. Lingfield, Surrey, Tel. 250-1, Will buy used and pre-war models at good prices. [0115/R]

OPEL

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 2266-4941. [0526/R]

with it, so perhaps you won't be able to either.—
Harper Motors, Station Rd., Chertsey. Tel. 2097.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MAYFAIR GARAGES, Ltd.—1955 1½-litre Keestrel 4-cylinder 4-door sports saloon, black, automatic clutch, excellent mechanical condition throughout; 5,695.—Balderton, Street (opp. Selfridges), Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sats. 9-1. [C5009]

Riley Cars Wanted

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5454. (0970) R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4019) R

WORKSHIRE—The Riley Buyers. Bakers of Oakwood Leeds 8. Tel. 5236/7. 10094/R

WANTED, post-war Riley.—92, Pirbright Rd., Southfields, S.W.15. Putney 5530. 12164

ALFRED DONALD buys cars sold for Riley in London. Mayfair 0151. (W6554)

N.K. MOTORS require clean pre-war Riley.—355, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2009)

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. 17755

PERFORMANCE CARS urgently require Riley.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3941)

CASH immediately for good Riley. Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

URGENTLY required, 1946-52 Riley 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., 12, Church St., Christchurch, Tel. 1681. 11440

Riley Spares and Service

FOR Riley service contact the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0611). 10649/R

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244. 5. (W2457)

MASCOT ENGINEERING, Ltd.—Preslector great boxes, A exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. 10254/R

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. 10445

J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul 5446. 10992/R

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. 12140

ROLLS-ROYCE

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9064. (C5052)

1951 Park Ward sports saloon, black and cream with black hide, 40,000 miles; £3,950.

1949 H. J. Mulliner sports saloon, grey with grey hide, 36,000 miles; £4,100.

1938 Freestone & Webb sports saloon, black and grey with beige hide, 16,000 miles; £3,950.

1948 Hooper touring limousine, black with maroon hide, 62,000 miles; £3,400.

1939 Gurney Nutting Wraith 2-door sedan, black and grey with fawn hide; £2,250.

1939 H. J. Mulliner Wraith touring limousine, black with hide and cloth; £1,995.

1935 Freestone & Webb 20-25 sports saloon, black and grey with brown hide; £1,250.

1934 Gurney Nutting P11 Owen sedan coupe, fawn with grey hide; £1,250.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9064. (C5052)

RIPON Silver Wraith 4-door sedan, black and grey with beige hide, 16,000 miles; £3,950.

RIPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (1995) R

VINTAGE AUTOS. WE always have an ever-changing selection of good pre-war Rileys for sale at very reasonable prices and we are also interested in purchasing similar Rileys.

VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 7951. (C4053)

JACK OLDING, Ltd., OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:

OLDS-ROYCE Silver Dawn saloon, shell grey-black leather, right-hand steering, synchromesh gear box, one owner, 9,200 miles; £4,250.

1948 Silver Wraith 4-door saloon by Park Ward, black/beige leather, 35,000 miles, under-going renovation; £2,650.

1938 Phantom III D.L. series Windover razor-edged saloon with division, black/beige leather, 40,000 miles; £1,450.

AUDLEY House, North Audley St., W.1. Mayfair 5242. (C5050)

1937 Rolls-Royce 25-30, owner-driver sports saloon, black, 57,000 miles, ex cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5536. (C4052)

ROLLS-ROYCE

J. B. JACK BARCLAY, Ltd., EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 5 p.m.

EXAMPLE.—1953 (Dec.) 2-door saloon coupe by E. Freestone & Webb, painted blue and ivory and upholstered in red hide, speedometer reading 6,000 miles; price £5,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 5 p.m. Tel. May. 7444. [C1062]

P.B. Ltd., offer:

1938 25-30hp Rolls-Royce Hooper sports saloon, black, brown leather.

1934 20-25hp Rolls-Royce Hooper sports saloon, black, dark blue leather.

PADDOX BROS. 60, Cheval Place South Kensington, S.W.7. Tel. Ken. 9477-1478. [C5053]

COACHCRAFT offer:

£295.—Ph. H.H. J. Mulliner sedan sports saloon, black, brown leather.

MAKERS in April 1953. Rolls-Royce available with car; most attractively proportioned vehicle in super condition throughout; 3 months' mechanical guarantee; terms and exchange.—Coachcraft, Elm Rd., Evesham, Tel. 6559. [C1053]

R. C. MORTLAKE offers:

SELECTION of used Rolls-Royce cars, including 25/30 Rolls-Royce enclosed limousine by Barker. Race forward seats, two owners only; £795.

1934 Hooper sports saloon, excellent condition; terms and exchange welcomed.

R. C. MORTLAKE, 255, Kenal Rd., London, W.10. Arnold 4604. (C5017)

RUSSELL MOTORS offer:

SEPTEMBER 1953 20-25 Rolls-Royce, Freestone & Webb close-coupled sports saloon, with boot, a very pretty car in exceptional condition; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd. 47, R. Sloane St., S.W.1. Sloane 9285. [C5060]

BRADSTOCK MOTORS offer:

ROLLS-ROYCE 25-30, first registered February, 1937. Owner-driver saloon, with drop division, fitted radio, heater, windscreen washers, passlights, an outstanding car with an excellent history; £895; terms, exchange.—Chase Rd., Epsom. Tel. 635. [C206]

EVANS & O'MALLEY offer:

1936 Rolls-Royce owner-driver saloon, in really exceptional condition; £895.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1553/1709. [C5071]

H. W. MOTORS, Ltd., offer:

1937 Rolls-Royce Phantom III Park Ward razor-edged sedan saloon, outstanding condition, 37,000 miles; £1,550.—H. W. Motors, Walton-on-Thames 2404-5-6. [C5042]

SWANMORE GARAGE offer:

1931 Rolls-Royce 20-25 saloon.

1933 Rolls-Royce Ph. II saloon.

1933 Rolls-Royce shooting brake.

1935 Rolls-Royce Ph. II saloon.

1937 Rolls-Royce Ph. III 7-seater.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 4554. (C4024)

K. NIGHTSBRIDGE MOTORS, Ltd.

1933 (December) Rolls-Royce 25hp 4-light sports saloon by Hooper, black and green with hide interior, 75,000 miles only, in original condition; £755.

3 Power Meas. Lowndes Place, Belgrave Sq., S.W.1. Sloane 4666. [C2065]

MASCOT MOTORS, Ltd., offer:

(Nov.) 25 50hp Young sports saloon.

1936 25hp Thrupp & Maberly sports saloon.

1935 25hp Tickford 4 Light openable saloon.

1935 25hp Hooper sports saloon with division.

1935 25hp Hooper sports saloon with division.

1934 25hp H. J. Mulliner sports saloon.

1933 25hp Park Ward open tourer.

1932 25hp Freestone & Webb sports saloon.

1931 25hp 4-Light sports saloon with division.

1930 25hp Park Ward four-door drop head coupe.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd. 257-245, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C5007]

Chipsdale Motors, Ltd.—See our advertisement under "Sports Cars."

HEARNE immediate delivery selected chassis 1955 to 1956 complete hearses, new bodies.

A.L.P. & SAUNDERS (COACHBUILDERS), Ltd.—Hea Office House, Enquiries Station Approach, Kew Gardens, Richmond 116. [C1072]

1929 Rolls-Royce 21hp saloon, body by Hooper, privately owned.—Offers to Gordon Woodcock on 42a Drevett Rd., S.W.16. Streatham 8658. [C4052]

ROLLS-ROYCE

A&S Limousine 1955/25hp, partition, forward occasional, boot, black carefully maintained, £495.

LIMOUSINES 1957/30, Thrupp, Hooper, Barker, partition, forward occasional, quick selection carriages, small, low mileage, from £905.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, beautiful lines, low mileage, 41,000, privately owned, opportunity £795.

9280 miles Phantom III (registration 1946)—series B.T.J., Park Ward partitioned black limousine, forward occasional, unblemished condition, (this is available), unrepeatable opportunity £1450.

WRAITH 1959 30hp Park Ward partitioned limousine, forward occasional, meticulously maintained, recorded mileage 25,000, black, £1360.

WRAITH 1959 50hp partitioned Hooper Deluxe limousine, forward occasional, black, magnificent condition, reasonable cost.

A.L.P. & SAUNDERS always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair, 2941. [C1006]

BRUTONS, Ltd.—Rolls Phantom II 1955 sedan by Owen, wires, taxed, £850, 15-14, Osten Moss, Emperors Gate, S.W.7. Fiemante 0542. [C1294]

1949 Silver Wraith Hooper touring limousine, first registered 1st September, 1949, colour black, mileage 19,000, as new, all extras, electrically operated division, originally cost £6,090; price £3,150.

MORRIS & BARNES, Ltd., Automotive Engineers, 152/158/160, Burton Rd., Derby, Tel. 45570.

EDWARDS & Co. (BOURNEMOUTH), Ltd. Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers, reliable used cars in stock. [C5500]

1934 20-25 H. J. Mulliner sun saloon, chassis No. 46, R.C.60, car has been used by the British Royal Air Force, in excellent order.—G. V. Rushmer, 59, Holland Park, W.11. Park 5751. [C5061]

1930 Rolls-Royce 20-25 7-seater Windover saloon, black, discs, runs well, sound, clean condition, photo available; £250.—Baker, Highlands, Bucklebury, Berks. [C209]

1935 Rolls-Royce 25hp Hooper sports saloon, small 4-seater, black, 376, Kenington High St., London, W.14. Tel. Western 2312. [C4019]

495 ens.—Rolls-Royce 1934 20-25hp Hooper limousine, black, leather throughout, occasional seat, division, discs, good tyres, carefully used, exceptional condition; terms, exchange.—Rowland Smith, below.

395 ens.—Rolls-Royce 1935 40-50hp Barker sports saloon, black, sliding head, brown hide, discs, good tyres, carefully used, excellent condition; terms, exchange; sell, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

HEARNE 1954/5, SK Series, Phantom III fitted partitioned 6-Door Deluxe Coachwork, exclusive equipment, exceptional value, certified mechanically, £650. A.L.P. & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/4]

THE SOUTHERN MOTOR CO. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Loughfield Heath (adjacent to Gatwick Airport); office, Gullian Cottage, Loughfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437.

OWNER-DRIVER 1958/50hp (COOR Series) Barker 4-light Saloons (without partition) outwarp tail, concealed luggage boot, black, mileage 19,000, leather throughout, carefully maintained, opportunity, £1195. A.L.P. & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

1949 Rolls-Royce Wraith Park Ward saloon, finished Burgundy with Bedford Cud upholstery, genuine mileage 15,000 since new; this car is the property of a discriminating motorist and is offered with every confidence at £3,450.—Loshams Rd., Hove and Bentley Showrooms, Preston. Tel. Preston 4245. [C2064]

CAMDEN MOTORS for Rolls-Royce.—25hp limousine, April 1956, with special 7-passenger bodywork by Messrs. Arthur Mulliner, one private owner past 11 years; this car has never been used on hire work previously and was actually owned by north country professional man, we understand it has been maintained by Messrs. Rolls-Royce, excellent black finish, luxurious interior, fitted widest face-forward occasional, wind-up division, etc. Ideal follow-on coach for funerals; £595.

CAMDEN MOTORS for Rolls-Royce.—Limousine, 1957 Park Ward model, similar condition to above, with special super quality leather upholstery front and rear, discs, etc. £645.

CAMDEN MOTORS for Rolls-Royce.—20-25 owner-driver saloon, 1956, Mulliner body, immaculately finished black with interior furnishings which look absolutely as brand new, this car stands out as one of the finest looking pre-war Rolls-Royce models on the road; its mechanical condition is equal, if not superior, to its appearance; £750.

CAMDEN MOTORS for Rolls-Royce.—Leighton Buzzard, Beds. Tel. 2941. Open till 8 p.m. Mondays and Saturdays. Write for catalogue. [C1555]

Rolls-Royce Cars Wanted

THE CAR MART, Ltd. wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 5454. (0970) H

J. MARSHALL. WANTED, Rolls-Royce 22/22 and 20-25, all types of coachwork, any condition.

MARSHALL, 669, St. Albans Rd., Watford, Tel. Garston 2569. (W4019) R

20hp or 25hp open tourer Rolls-Royce for private buyer.—Kensington 5552. Box 1403. [C1069]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Ham. 6041. (W4019) R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted
WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 5562. 1954/5 R

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas—Lewke Heath, 42, Crawley, Sussex. Crawley 457. 1954/5 R

JACK OLING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5030/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. Mayfair 6266. Service works and store: Barnsley Yard, off Egin Avenue, W.9. Tel. Cunningham 5956-7-8. 1957/R

WANTED, Rolls-Royce sports saloon, GZR series preferred, must be in immaculate condition; will exchange 1957 58 41-litre Bentley sports saloon with cash adjustment either way dependent upon mileage and condition.—Graham Lyon, White Cliffs Hotel, Dover. [2195]

Rolls-Royce Spares and Service
JACK BARCLAY, Ltd.
LARGEST official repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident work
LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Lane). Liberty 7222 (6 lines). [1052/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 15, Berkeley St., W.1. Mayfair 6266.
SPARE parts. [1064/R]

SERVICE: Barnsley Yard, off Egin Avenue, W.9. Tel. Cunningham 5956-7-8. 1954/R

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley. Works Director "Wilkie." Wilkinstown, Marchioness Mews, Edinburgh, 10. Tel. Jumbie 2785. 1956/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 5562. 1956/R

ROVER 10
ROVER 10 sports saloon, 1934, reconditioned engine, new tyres, battery, superb condition, £180.—Gray, 55, Caterham Ave., Barkingdale. [2115]

1940 Rover 10 sports saloon, excellent order, £375.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C5319]

1937 series Rover 10 4-door saloon, blue with blue leather, fully equipped, most attractive, written guarantee, terms, exchange.—H. F. Edwards 172, Kingston Rd., Surrey. Tel. Ewell 510. [C2002]

1939 Rover 10hp saloon, one owner, very well maintained and in excellent condition, grey with blue leather, £555.—L. P. Dove, Guildford Rd., Woking. Tel. 1282. [C1078]

295 ins.—Rover 10 1940 model 4-door saloon, sliding head, leather, good condition, terms, exchange, 10-12 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

CAMDEN MOTORS for Rovers—10hp 4-door saloon, de luxe, 1939, attractively finished in dark blue, very good little engine giving luxury big car motoring at a modest cost, £545, also one only Rover 10 sports saloon, 1938/9, a very scarce model with immaculate pastel finish. [C1055]

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

ROVER 12
DICKS
1946 Rover 12 saloon, unused considerable period, £75.—[C2054]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kibbitt, Maitland Vale 6988-9. [C1072]

HENDON CENTRAL GARAGE, Ltd., offer:—
1946 (October) Rover 12 saloon, taxed, immaculate condition throughout, £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054]

1937 Rover 12 saloon, new engine, £265; 3 months' guarantee, terms and exchange.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Mountview, 5229 and 5774. [C4054]

445 ins.—Rover 12 1946 de luxe saloon, sliding head, leather, excellent condition, terms, exchange; list open 10-12 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

CAMDEN MOTORS for Rovers—12hp saloon de luxe, delivered and registered Jan. 1947, the appearance of this car can be summed up in the one word "immaculate" coachwork itself would not disgrace a 1955 car; mechanical condition is equal if not superior to its looks; this is a "super" one for any critical Rover enthusiast; £545. [C1055]

CAMDEN MOTORS for Rovers—12hp saloon de luxe 1939, a very genuine car in almost entirely original condition from end to end, coachwork shows no traces of deterioration, interior particularly attractive with even the original carpet; £545. [C1055]

CAMDEN MOTORS for Rovers—12hp sportsman's 4-seater tourer, 1948 (Dec., 1947), immaculate metal-finish, disappearing hood, tonneau cover, heater, fog and passlights, a very beautiful specimen of this all too scarce series, extremely fast for its modest horse-power and really delightful to drive; £595. [C1055]

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

ROVER 14
£129—1936 Rover 14 sports saloon, good condition, G.P. (Baham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

ROVER 14
£225—1957 Rover 14 sports saloon, excellent runner, clean interior, £50 down.—Bray Motors 180-184, West End Lane N.W.6. Hampstead 6490. [C1024]

CAMDEN MOTORS for Rovers—14hp drop head four-seater coupe, 1939, late type model with disc and some 1940 features, stylish Tickford bodywork, 5-position hood, attractive silver-grey finish; £545. [C1055]

CAMDEN MOTORS for Rovers—14hp sports saloon, 1939, originally supplied by us to previous owner in 1946 (one previous owner only), detailed history of this car is available and includes comprehensive overhaul by Messrs. Rovers last year, this excellent car is now available due to delivery of new P4 Rover; £375. [C1055]

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

ROVER 14 saloon, 1940, fitted radio, one owner and only, recorded mileage 39,000, absolutely specimen condition and must be seen and tried to be believed; interior and exterior original and unmarked; £465.—R. & H. Motors, 1464/8, High Rd., Whetstone (Finchley way), London, N.20. Tel. Hillside 5671-2. [C1020]

ROVER 16
1937 Rover 16 saloon, very fine car, any examination welcomed; £195.—Perrvale 7366. [2166]

GUY ALFRED & Co., Ltd.—1947 Rover 16 saloon, 1952 condition.—6-7, Warren St., W.1. Euston 2269. [C1005]

1947 sports saloon, excellent condition, radio, etc.; £595.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079]

ROVER 16 sportsman's saloon 1939 model, engine and just overhauled, black/grey leather, excellent condition throughout; £355; terms, exchange.—Kiddies Garage, Harberson Rd., Balham, S.W.12. Balham 2551. [2169]

ROVER 60 & 75
CAR MART, Ltd.
1948 Rover 75 saloon, 37,000 miles; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059]

SWANMORE GARAGE offer:—
1950 Rover P4 saloon.
EXCHANGES or terms. [C1059]

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 4544. [C4024]

PHILIP RICKARDS, Ltd., offer:—
1953 Rover 75, black/red, radio, 8,400 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051]

GUY SALMON AUTOMOBILES offer:—
1952 Rover 75 saloon, fitted sunshine roof, immaculate condition, £925.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

W. J. BROWN, Ltd., established over 30 years.
1952 Rover 75 saloon, ivory, red leather, heater, H.M.V. radio, seat covers, sun roof, 11,200 miles, one owner, as new, £1,150. [C1025]

339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

1948 Rover 60 sal., grey/grey, heater, ex. cond., 20,025 miles, £775. [C4025]

TICKFORD, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 5558. [C4029]

1953 (June) Rover 75 saloon, 7,000 miles, radio, £1,125.—Weysbridge 600. [C4023]

1953 Rover 75 saloon, H.M.V. radio, 8,700 miles; £1,095.—J. Fricker, Ltd., Park 5077. [C2016]

1948 Rover 60 saloon, black/green leather, one owner, excellent condition, £625.—H. S. Dunmore, Ltd., Spilby Rd., Boston 2012. [1963]

1951 75 saloon, green with green leather, heater, loose covers, very carefully used; £925.—Campbell Symonds Wembley 6282. [C1057]

£625—1948 Rover 75 saloon de luxe, in beautiful condition throughout; 3 months' guarantee, terms, exchange. [C1055]

LAMBS, Finchley Showrooms 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley underground). [C2052]

1948 Rover P5 sports saloon, green and green, radio, £595.—Odeon Motors, Ltd., Barnet 9144. [C5028]

£695—1948 Rover 75 saloon, one owner, immaculate.—Le Grice Egan, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

CAMDEN MOTORS for Rovers—75 saloon, 1951 P4 model in exceptional condition throughout, nominal mileage and almost indistinguishable from brand new. [C1055]

CAMDEN MOTORS for Rovers—75 saloon, Nov. 1948 beige with tan leather, a one owner car, serviced and maintained since new by local distributors, 31,015 etc. available, fitted radio and heater, a beautiful specimen of genuine moderate total mileage; £695. [C1055]

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

1952 Rover P4, immaculate black cellulose with red hide, radio and heater, one careful owner; trade enquiries invited.—Cox's Motors, 11-13, Conduit St. Leicester tel. 60519. [C1059]

1951 model P4, light green, radio, excellent condition; £925; also special 2-colour saloon with Perspex sliding roof, concours d'elegance car; £1,250.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079]

1951 April, black, grey upholstery, mileage 18,000, carefully driven by owner only and regularly serviced by us; the whole car immaculate, 3 months' guarantee; £945.—Harris-Mayes & Co., The Ace of Hearts Garage St. Albans Rd., Watford, Tel. Watford 4026. [2198]

LAND-ROVER
OFFERED by:—
EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' spare parts guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-4. [5111]

W. J. BROWN, Ltd., established over 30 years.
1953 Land-Rover fitted with special seats, 3,000 miles, completely as new; £575. [C1025]

339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

Land-Rover Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rovers.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.14. Wanstead 6056. [W2039]

ROVER MISCELLANEOUS
HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7845).
BRISTOL (Bristol 21526).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUSLOW (Houslow 5454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS Ltd., England's Leading Motor Agents. [10029/R]

BEARDS of Kingston, Rover Specialists, sales spares, repairs.—102, London Rd., Kingston. Kingston 3546. [10090/R]

Rover Miscellaneous Cars Wanted
CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane W.1. Grosvenor 3454. [0971/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition Post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62507. [10242/R]

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. [W2000]

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 5622. [7756]

CASH immediately for good Rover.—Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Rover Spares and Service
P. P. POWELL MOTORS, Ltd., East London area dealers. Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [10456/R]

HIGH PARK MOTORS, Ltd., Datchett, Bucks. Rover distributors for spares and specialized service.—Tel. Datchett 54. [10047/R]

LEATHWOOD'S GARAGES, Ltd., 205, St. James's St., Craydon, Thos. 1222. Main Rover dealers for Craydon. [10219/R]

P. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Mary and 4818. [10457/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 44 lines. [10009/R]

BARKING—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Lombard Rd., Barking. Tel. Ripleyway 1285. [10518/R]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available Chesham Hill Rd., Manchester, 8. Tel. Blackfriars 2503. [10555/R]

SIDDELEY SPECIAL
SIDDELEY SPECIAL limousines, 2 immaculate vehicles, face forward occasions, divisions, black and chrome; first £300 the pair o.n.o. secures; terms available. Key Kars, 500, Westwood Lane, Barking. E11 2810. [2209]

DISTRIBUTORS
SIMCA
IN Central and West Surrey for
SIMCA
CLARKE'S OF FIMBRIGHT,
FIMBRIGHT, Surrey. Tel. Brookwood 2201.
DAY and night service. [C1049]

1952 (March) Simca Aronde saloon, really first-class condition throughout, 1,400; £695, ex-changes, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMCA

ORDERS for the new Simca Aronde now accepted. Immediate delivery—Bristol.
1953 Simca Aronde, saloon, 5,000 miles, as new; W.I.I. Park 5751.

SINGER

A CRES offer:—

1951 Singer 4AB roadster, blue, beige leather upholstery, one owner, £375.
A CRES AUTO, Ltd., 19 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maresfield 2211-3.

CAR MART, Ltd.

1951 Singer 9hp roadster, 22,000 miles, £415. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

B. J. HUNTER, Ltd. (the Singer Agents) offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked, £575.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 5305.

£300—Singer 10 saloon, 1948 but 1952 condition; terms, Autospins, 5, Baltham High Rd., Ham 1509.

1952 Singer S.M. 1950 saloon, one owner, £625. Gordon Cars (London), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611.

395—Singer 9 1951 4AB sports roadster, red, glass sidecreens, I.F.S., excellent condition, terms, exchanges—Rowland Smith, below.

265—Singer 9 1951 Continental de luxe 4-door saloon, sliding head, leather, good tyres, excellent condition, terms, exchanges—Rowland Smith, below.

145—Singer 9 1951 Continental de luxe 4-door saloon, sliding head, leather, very good condition, terms, exchanges, list; open 9-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1948 Singer 10 de luxe saloon, excellent condition throughout, one owner, £515, hire purchase and part-exchanges welcomed. Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.

CAMDEN MOTORS for Singers—S.M. 1950 saloon, 1950, moderate total mileage, a carefully used car, original cellulose, de luxe leather upholstery, choice of two, one beige and one blue from £495.

CAMDEN MOTORS for Singers—9hp 4-seater roadster, post-war type, a bright and attractive looking car, excellent hood and full set of screens, goes remarkably well, £245.

CAMDEN MOTORS for Singers—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Singers—Hampstead (Tube), N.W.3. Ham. 6041.

B. J. HUNTER, Ltd.

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 5305.

Singer Spares and Service

RECONDITIONED units and spares—Coulthart & Gumbash, Whalley New Rd. Backburn, Leeds 48091-2.

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls—Automenders, Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. 10754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4761-2.

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4090, Deansgate, Manchester, Densgate 4507. 10760/R

SPORTS CARS

WM PLEASE refer to Welbeck Motors' advertisement in the M.G. Section of this Journal.

VINTAGE AUTOS

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bread and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 90 cars for the enthusiast from £25 to £500.

AND at our new branch, 5 minutes from Crystal Palace race track, at 185, Elmers End Rd., Beckenham, Tel. Beckenham 2521. Where we will give a good range of cheaper thoroughbreds all under £200. We are open till 9 p.m. for inspection, 7 days per week.

HEAD office and main showrooms: 66, London Rd., Tooting, Tel. Mitcham 5951.

MERCURY offer:—

£295—Riley M.P.H. 14hp 2-seater, in superb condition, engine, lights, Continental, sprayed R.L.G., an excellent example of this much-sought-after model; exchanges, terms.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley Middx. Wembley 6932-3. 15013

CHARACTER CARS offer:—

ALVIS 1951 Speed 20 tourer, engine reconditioned, 14,000 miles, 2-litre Continental, sprayed R.L.G., 48, unused since 1950 engine rebuild in 1952; Lea Francis 1932 12hp saloon, reconditioned Meadows engine, imm. interior, good tyres, genuinely sound car; Rolls-Royce 1929 Twenty D.H.G. by Mulliner, one owner since new, Talbot, 1937 105 tourer, 56,000 miles only since new and other sporting and quality cars—Character Cars, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555.

SPORTS CARS

PERFORMANCE CARS.
WINDMILL GARAGE, Great West Rd., Brentford, Middx. Ex. 5841.

ONLY 30 minutes from Northfields Tube Station. Freely or District Underground.

PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars, many marked with year and price.

WRITTEN guarantees, immediate h.p. and insurance; B.M.T.A. M.A.A., appointed R.A.C. and A.A.

ALLARD 24, Aldon heads, ex-Jacobs, 1951, £695; Allard 1952 Aldon heads, 1950, £595.

ALLARD 71K drop head fourseater, 1948, £475; Allard 81M drop head fourseater, 1950, £525.

ALLARD 81K roadster, 1948, £445; Austin Atlantic 4, 1950, hard top, radio, heater, 1952, £725.

ALVIN MARTIN 1 1/2-litre 4-seater 2-str model, 1936, £245; 1 1/2-litre International, 1930, £195.

ASTON MARTIN 1 1/2-litre Le Mans record, unit, specimen, 1935, £325; 2-litre C-type speed model, 1940, £495.

ALVIS 14hp 3-seater roadster, 1950, £675; Alvis Speed 20 4-seater tourer, 1955, £245.

ALFA ROMEO 1600 competition 2-str, 1937, £225; Alfa Romeo 1750 Young coupe, 1929, £245.

BENTLEY 5-litre V.D.P. tourer, 4 1/2 engine and axle, 1925, £295; 5-litre Blue Label saloon, 1926, £145.

BENTLEY 4 1/2-litre razor-edge saloon, 1929, £395; Bentley 4 1/2-litre tourer, 1930, £365; Bentley 5-litre Le Mans 2-str, hydraulic brakes, 1925, £225.

COOPER 1 1/2-litre 4-seater, 1935, £175; Citroen Light 12 sports saloon, 1935, £175.

FIAT 500 cabriolet, 4-str, £465; Fiat 1100 streamlined saloon, 1938, £395.

FRAZER NASH 1 1/2-litre T. Replica, 1937, £295; F.N. R.M.W. Type 40 streamlined coupe, 1937, £425.

FORD V8 Dagenham utility, 1946, £245; Ford 10 supercharged 2-seater, 1947, £245.

HEALEY 2 1/2-litre 4-seater tourer, 1948, £595; Healey streamlined coupe, ex-Huck, 1951, £795.

HEALEY 2 1/2-litre drop head fourseater, 1951, £245; Jaguar 2 1/2-litre short chassis 2-str, 1948, £245.

JAGUAR XK120 roadster, l.h.d., many extras, 1951, £695; 1 1/2-litre drop head fourseater, 1948, £575.

LAGONDA L.G. 45 drop head fourseater, 1953, £595; Lagonda 35, 45 drop head fourseater, 1955, £225.

LAGONDA 35, 45 drop head fourseater, 1955, £225; Lagonda 10hp Napier coupe, 1935, £225.

MERCEDES-BENZ 500K coupe, specimen, £345; Mercedes-Benz 280K d.h. fourseater, 1936, £345.

M.G. See large section under M.G. column, also spares and service.

RILEY 9 Lyth tourer, 1935, £135; Riley 9 Gamecock very good, 1935, £135.

RILEY 1 1/2-litre Falcon saloon, 1950, £195; Rolls-Royce 20 coachbuilt utility, 1924, £125.

ROLLS-ROYCE 20-25 Hooper limousine, record unit (late 1934), £465; R.O. 20-25 Salmons cabriolet, 1931, £445.

SINGER 9 4-seater roadster, 1930, £275; Singer 9 Le Mans 2-str, 1955, £165.

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

ALVIS 12hp Fixed saloon, 1935, £195; Citroen 15hp saloon, 1935, £195; Citroen 10hp saloon, 1935, £195; Ford 8, 1945, £145; Hudson 20hp saloon, 1945, £145; Ford V8, 1945, £145; Hudson 20hp saloon, 1945, £145; Morris 8 saloon, 1945, £145; Morris 16 saloon, 1945, £145; Pontiac utility, 1935, £145; Rolla-Royce 1935, £145; Rover 10 saloon, 1935, £145; Salmons coupe, 1935, £145; Vauxha 14hp saloon, 1935, £145.

IMMEDIATE insurance and easy terms on all cars. Part exchange facilities specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8032.

C.N.K. MOTORS offer:—

1950 M.G. T.D., black, specimen; £495.

1938 M.G. V.A. 1 1/2-litre tourer; £255.

1937 M.G. T.A. green, very fast; £245.

1935 M.G. P.A. 2-seater, taxed; £165.

1939 Austin 16 cabriolet; £145.

1938 Lagonda 4 1/2 drop head, 37,000 miles, one owner from new, superb car; £465.

TERMS and exchanges.

C.N.K. MOTORS, 351, Finchley Rd., N.W.3. Hampstead 5712-5532.

B. & G. MOTORS offer:—

£195—Wolsey Hornet Daimler 14hp sports open beautiful car.

£155—Singer 9 Le Mans 2-seater, again in immaculate British racing green cellulose, slab tank, 1948.

£155—M.G. 12hp L-type sports 4-seater in poly-chromatic blue, just rebored, new pistons, crank reground, etc., etc., written guarantees for three months.

£138—Singer 9 open sports 4-seater in blood red, immaculate order, exceptionally nice engine, snower in grey at same price.

£125—Wolsey Hornet 12hp sports saloon, re-sprayed in grey, just rebored, crank reground, new pistons, etc., 3 months' written guarantee.

£125—Wolsey Hornet 12hp sports 2-seater, in silver/blue, slab tank, twin carb., knock-on chassis, 4-speeds, etc.

£110—Wolsey Hornet 12hp sports 4-seater, black, smart car, spotless paintwork, goes well, desirable to drive.

£45—M.G. 8hp open sports 2-seater, red, new hood and sidecreens, in running order; ideal for enthusiast; pretty car.

MANY others; terms—B. & G. Motors, Early Mess. M. Atkinson Rd., Camden Town, N.W.1. Ouliver 3578.

£120—2-litre Lagonda 1932-3 sports saloon, new tyres, excellent runner, taxed, sound bodywork, C. Arnold, 8, Homestead Way, Northampton, Tel. 31903.

SPORTS CARS

ANTHONY CROOK offers.

1953 Cooper-Bristol 2-seater.

ANTHONY CROOK MOTORS, Ltd., Caterham Hill, Surrey, Caterham 2252-5.

ROWLAND SMITH'S for sports cars.

495—M.G. Midget 1950 T.D. 2-seater, ivory, green leather, radio.

425—M.G. Midget 1949 T.C. 2-seater, ivory, green leather, radio, 1947, Winton horns.

395—M.G. Midget 1947 11hp T.C. 2-seater, choice of six Midget.

365—Sunbeam-Talbot 10, July 1940, sports 4-seater, sunneta, grey leather.

325—M.G. Midget 1947 11hp T.C. 2-seater, two spares.

265—Fraser Nash R.M.W. 1955 Type 55 convertible sports coupe, 1955, exchanges, list; open 9-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041.

CHIPSTEAD MOTORS, Ltd., offer at sensible prices.

ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch ply, maroon leather, recent overhaul at cost of £350, specimen.

ALVIS 4.3 1939 d.h. fourseater coupe, fitted radio, heater, black, maroon, specimen, choice of two.

ALVIS 1935 model Speed 25, fourseater drop head coupe, one owner since new, black and blue, radio, etc.

BENTLEY 1944 Barker Continental close-coupled fourseater d.h. coupe, history since new and all bits of work available, excellent chassis and a very pretty body.

BENTLEY 1934 3 1/2 Vanden Plas open sports 4-seater with wind-up windows, engine just completely reconditioned, clutch relined, steering, brakes, etc., overhauled recellulosed blue, new tyres, plastic tonneau, radio, specimen.

BRISTOL, May 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, beige leather, radio, etc., specimen.

DELAAG (D.A.70), beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, total rear box, engine being just reconditioned and this car has to be seen, ready shortly.

FIAT 500B 1948 model, o.h.v. engine, convertible, showroom condition.

FORD V8 utility, late 1937, excellent condition, new rear recellulosed.

1938 engine, specimen; £195.

ANCIA Aprilia, 1939, just painted metallic blue, radio, Andre Telecontrol, in really good condition; reasonable price.

ROLLS-ROYCE P11, November, '33, ride-control, Oren Gurney Norton Continental l.d.h. coupe, recond. engine, brakes relined, new tyres and hood, radio, discs, bumpers, specimen.

ROLLS-ROYCE 1935, 55hp ride-control Prestone semi-rigid sports saloon, sliding roof, discs, etc.

ROLLS-ROYCE 1931 model 25hp Hooper 2 1/4-seater, fixed head sports coupe, superb condition.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253-4, 2323, 10749.

TRIUMPH Gloria sports saloon, good tyres and batteries, enthusiast's chance, £75; sports car sports: Singer Le Mans sports coupe, green, £95; Avon 10hp sports special, 2-seater, £25; Hudson coupe, 10hp, everything working, ship, £100; terms available—Kay Kara, 500, Westwood Lane, Backen, E11, 2010.

JOHNSON & BROWN offer: 1949 Allard drop head coupe, £425; 1955 T.L. Schneider 15hp Corsica sports tourer £225; Silverstone Healey, ex Betty Hale, very fast, many mods., £295; Lagonda M.45 4 1/2-litre V.D.P. long, recent engine overhaul, £295; 1954 model Lagonda L.G.45 4 1/2-litre tourer, £465; Jaguar XK120, £1,050; 1957 model Mercedes-Benz 500K supercharged cabriolet, £725; Ringers Rd., Bromley, Kent (20 minutes Victoria). Haven-horne 6479 and 6480.

BARTLETT offers the following selected sports cars at competitive prices: Alfa Romeo 100 mph Falina coupe, recorded mileage 17,000, £795; Austin Martin 1935 2-litre 2-seater coupe, £595; Fraser Nash-B.M.W. Special 325 saloon, £450; Fraser Nash 1937 Stirling 2-seater, £195; Healey Elliott saloon, very excellent car; Invicta Special 100 mph 4-seater, £475; Jaguar 3 1/2-litre 100 mph 2-seater, reconditioned, £775; Mercedes type 500 cabriolet, works maintained, £495; Rolls Bentley 5 1/2 saloon, many extras, £975; Simca show model drop head coupe, £1,300; and many others—27a, Pembroke Villas, W.11, Hayswater 0525.

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for sports cars—Hampstead (Tube), N.W.3. Ham. 6041.

BARTLETT will pay more for good sports cars—27a, Pembroke Villas W.11, Hayswater 0525.

PERFORMANCE CARS urgently required sports cars—Great West Rd., Brentford, Middx. Ex. 5841.

197, New Cavendish St., Great Portland St. W.1. Museum 0221.

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers—Automenders, Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496.

S.S.

COOMBS & SON (GUILDFORD), Ltd., offer:—

1935 S.S.100 sports 2-seater; £175.

COOMBS & SON (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

1946 Standard 8 saloon, very nice condition; £245.
READ BROS. MOTOR CO. (LONDON), Ltd. 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. (C3946)

£265 (11-1946 Standard 8 drop head coupe, in excellent condition throughout.—Below.
£195 (11-1959 Standard 8 saloon de luxe, carefully used, and outstanding value; 3 months' guarantee, hire purchase, exchanges.
L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground) (C2952)

1948 Standard 8 saloon, new, reconditioned engine, in good condition; £280.—Talbot, 52, Lower Beane St., S.W.1. (1948)
£250—1946 Standard 8 saloon, superb condition; terms.—Autonips, 5, Balham High Rd., Balham 1909. (C4069)

1947/8 Standard 8 drop head coupe, guaranteed; £240, payments—Odfield, 356, Kensington High St., W.14. Wes. 6651. (C3029)

1948 Standard 8 saloon, black, brown leather, reconditioned unit just fitted, immaculate; £325.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1065)

£275—Standard 8 saloon, 1946-7, black with brown upholstery, or £50 deposit and 12 or 18 monthly payments.—Starnes Motors, 105, Crickwood Broadway, N.W.2. Glia. 2480. (1134)

STANDARD 9

1936 Standard 9 sal., superb value; £100.—Smith and Hunter, Ltd., 876, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

£175—1936 Standard 9, one owner only from new, 54,000 miles, whole car in excellent order.—Eim Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4625. (C3067)

95 gns—Standard Flying 9 1938 saloon, green, sliding head, terms, exchanges; lat. open 9-7 weekdays, and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

STANDARD 12

GUY SALMON AUTOMOBILES, offer:—
1948 Standard 12 drop head coupe, immaculate kept, one owner car, well above average; £435.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C4001)

CAMDEN MOTORS for Standards—12hp 4-door saloon de luxe, 1947, very good order throughout and of most attractive appearance; £345.
CAMDEN MOTORS for Standards—12hp drop head four-seater coupe, 1948, magnificent specimen in beige with dark blue leather interior, one of three cars owned by titled country family; this drop head has been used chiefly during the summer months, total mileage is correspondingly small; £395.

CAMDEN MOTORS for Standards—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055)

1938 mens—Oldfield, 356, Kensington High St., W.14. Wes. 6651. (C3029)

1938-9 Standard 12 saloon de luxe, leather upholstery, fitted new engine, good sound car throughout, taxed; £150.—Coachcraft, Elm Rd., Evesham, Tel. 5529. (C1053)

TANKARD & SMITH, Ltd. offer 1948 Standard 12 4/2 coupe, black with brown leather, very clean and well cared for car; £395; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Faxman 4601-2-3. (C4086)

1934 Standard 12 saloon, very clean, original condition, excellent upholstery, good tyres, etc.; £85 or £90 deposit, balance over 12 months; exchanges, insurance; 90 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (2166)

STANDARD 14

1946 Standard 14, blue, blue leather, immaculate, new engine and tyres; £295.—Orpington 2433. (2136)

1948 Standard 14 sun roof, black/green; £355.—Halls (Finchley), Ltd., Osdon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (1909)

TANKARD & SMITH, Ltd.—1946 Standard 14 saloon de luxe, finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. (C4025)

STANDARD VANGUARD

ACRES offer:—

1950 Standard Vanguard, grey, unmarked, as new; £495.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

CAR MART, Ltd.

1953 Standard Vanguard Phase I saloon, radio, heater, 7,000 miles; £650.

1951 52 Standard Vanguard saloon, 19,000 miles; £325.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3452. (C1059)

XL SERVICE STATION.

IMMEDIATE delivery. Standard Vanguard Phase II, black, Tygan upholstery, part exchange welcomed.—Kingston Vale, S.W.15. Kin. 8553. (C4060)

MACMOTORS, Ltd. offer:—

1951 Vanguard, blue-brown leather, whole car as new, new throughout, small mileage; price £367/10.—Elmbridge 3974. (2175)

STANDARD VANGUARD

B. J. HUNTER, Ltd. offer:—
1951 52 Vanguard saloon, one owner, remarkable order throughout; £395.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. GladeStone 5305. (C2940)

H. BRART & Co., Ltd. offer:—

1952 Vanguard de luxe saloon, Comet blue with leather upholstery, genuine 7,300 miles and like brand new throughout; £645.—102, London Rd., Kingston-on-Thames, Tel. 3548. (C1061)

PHILIP RICKARDS, Ltd. offer:—

1953 Standard Vanguard Phase II, black, low mileage, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

MC KINNON MOTORS, Ltd. offer:

1951 (Nov.) Vanguard saloon, Comet blue, red leather, 12,000 miles only, genuine, one owner only, immaculate condition interior and exterior; part exchanges and confidential payments scheme available; £550.

MC KINNON MOTORS, Ltd., Langham House, St. Paul Rd., Wokingham, Surrey. Established 1906. Tel. Wallington 3404. (C3020)

CHARLES RICKARDS, Ltd. offer:—

1951 (Nov.) Standard Vanguard, finished Comet blue with red leather, 16,000 miles, taxed, in exceptional condition throughout; £545.
 ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. (C3050)

WANSTEAD MOTORS, Ltd. offer:—

1952 Standard Vanguard, black with red leather; £575.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1090. (C4042)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

DECEMBER 1951 Standard Vanguard saloon, heater, radio, loose covers, unrepeatable bargain; £525.

MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 7605 (5 lines). (C1006)

D. J. SHEPHERD & Co. (Enfield), Ltd. offer:—

1952 Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio, taxed; £650.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. (C4009)

BERKELEY SQUARE HOUSE GARAGE, Ltd. offer:—

1953 P1 Vanguard, grey, grey vinyl, fitted with heater, low mileage and in excellent condition; £650.

1952 (September) saloon, black, red leather, fitted with heater, low mileage; £620.

1952 (December) saloon, blue vinyl upholstery, fitted with heater, low mileage; £615.

1952 (October) saloon, black with red vinyl, very low mileage; £610.

BERKELEY SQUARE, Gros. 4543. (2076)

1953 Phase II Vanguard, 550 miles; £755.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Glance 1553 or 1709. (7086)

1951 (October) Vanguard, low mileage, 28mpg, heater and overdrive; £550.—John Gray, 72, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

1950 Vanguard saloon, radio, seat covers, 27,000 miles, excellent condition throughout; £450.—Beardmore, 26, Queensway, W.2. Baywater 0156. (C1015)

1952 Vanguard, heater, radio, leather, immaculate car; £625.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C2016)

1949 (November) Vanguard saloon, black with red interior, superb condition throughout; £635.—Robbins, East Putney. Tel. 4581. (C3010)

£450—Vanguards, 1950 model saloons, black, radio, heaters, low mileage, choice of 3, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

425 gns—Standard Vanguard 1951 saloon, maroon, rawn leather, radio, heater, twin headlights, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

375 gns—Standard Vanguard late 1949 4-seater (utility, paste) green, heater, one owner, very good condition, choice of 5 Vanguards; terms, exchanges; lat. open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 Vanguard saloon, black, red leather, unmarked, taxed; £585.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

1951 Vanguard, grey, red upholstery, radio, heater, loose covers, 15,500 miles, taxed, one owner, immaculate condition; £595.—K. J. Motors, 121, Bromley, Ravenshoe 3456-7-8-9. (1795)

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £525.—94, Old Portland St., W.1. Lat. 1345. (C4015)

£425—Vanguard 1949, fitted 1953 engine and front, leather upholstery, loose covers, radio, heater, exceptional.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. (C3040)

1949 Standard Vanguard saloon, black, radio and heater, immaculate condition throughout; £425.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1065)

1951 (Feb.) Standard Vanguard saloon, black, leather, heater, radio, heater; £495.—Garage Service Co., Ltd. 1081, Finchley Rd., Golden Green, N.W.11. Speedwell 8692 or 7008. (C2019)

£595—1952 Vanguard, radio and heater, 15,000 miles, new condition, black with red upholstery; terms, exchanges.—O. S. Hall, Ltd., 352, King St. Hammersmith, W.6. Riverside 2881. (C2031)

STANDARD VANGUARD

1952 (February) Standard Vanguard saloon, colour grey, one owner, mileage 21,000, very carefully used; £595.—Dixon's Garage, 154, West Hill Putney, S.W.15. Putney 0296. (C1073)

1951 (Nov.) Standard Vanguard sal., comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £575.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. (C3043)

1949 Vanguard saloon, fitted radio, one owner, total guaranteed mileage 28,915, complete record of all repairs and servicing from new, available for inspection; far above average value at £355.—Lee Green 4355. (2153)

1953 (May) Vanguard Phase I, 11,000 miles, over-window screen washers, leather upholstery, 17,000, coach-licensed 31/12/53, as new; £595.—Murray King, Ltd., 46, Fitzroy St., W.1. Euston 1426. (2183)

STANDARD Vanguard de luxe model, heater, first licensed 15/3/53, mileage 1,000, grey with red leather; cost £875, accept £775. Walker & Ward, Ltd., Daimler, Manchester Distributor, Warwick Pl., Cheltenham, Tel. 3814/16. (1975)

111—Exceptional opportunity, 1951 Vanguard (1952 features), leather, heater, mileage 19,000 miles, coachwork indistinguishable from new, spotless interior, faultlessly maintained, bargain 515gns; terms, exchanges.—Horne & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 5067-9. (1159)

£825—Phase II Standard Vanguard saloon, originally cost over £950 with extras when delivered in April this year, extras consist of de-Normville screen washers, leather upholstery, 17,000 miles, radio and heater, mileage 6,000 and condition virtually as brand new in every respect; petrol consumption up to 50mpg on this model.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055)

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, comet blue red leather, 19,000 miles, one owner, as new, £549; 1951, comet blue/red leather, 20,000 miles, heater, £499; 1949, green/red or black/leather, heater, radio, loose covers, choice two from £589, three months' guarantee, terms, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Standard Vanguard Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Standard Vanguard—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

REALLY good second-hand Vanguard estate required.—Cobb, 30, Rarley House, N.W.1. (W1086)

FULL value paid for Vanguard or similar.—54, Street-ham Hill, S.W.2. Tulse Hill 2676. (W4016/R)

C. A. PETO, Ltd. 42, North Audley St., W.1. wish to purchase immediately late model Standard Vanguard. May. 3051. (W3043)

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd. Standard House, South End, Croydon, Croy. 6995. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexley Heath and Farnhamham. (1026/R)

Standard Miscellaneous Cars Wanted

C. THE CAR MART, Ltd. wish to purchase Standard cars—150 Park Lane, W.1. Grosvenor 3454. (1973/R)

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Standard—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

MARSTON MOTOR CO. Ltd. for your Standard—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. (10181/R)

CASH immediately for good Standard—Details, please to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 3400. (W2001)

Standard Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Broadway Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 6114 (10 lines). (10166/R)

KJ MOTORS, Ltd. for spares, reconditioned units, Girling agents.—Bromley, Kent. Rav. 5456. (10567/R)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 245/5. (3001/R)

STANDARD spares all models from 1935; replacement units—complete overhaul, reconditioning.—Pittocks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (5941)

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd. Standard and Triumph Distributors, Grimsby, Tel. 5486. (10166/R)

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors) Northdown Rd., Margate, Tel. Thanet 20405. (4759)

STANDARD spares for all models, largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 332). (10559/R)

LANKESTER ENG. Co., Ltd. (distributor in Surrey since 1911).—Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-4. (10256/R)

HALLS (FINCHLEY), Ltd. have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5902-9. (10052/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RHD 1952 Studebaker Starliner, hard top coupe, exchange and terms—Valentine 4674, after 6. (C3012)

1949 Studebaker Champion, 1½ drive, excellent condition. £675.—Clayton's Cars (London), Ltd., 337 Euston Rd., London, N.W.1. Tel. Euston 5228 & 5188. (C1099)

1949 Studebaker Champion convertible, radio, heater, power-operated hood and overdrive, beautiful condition. £685.—Taylor & Crawley, 53, Grosvenor Crescent Meas, Hyde Park Corner, S.W.1. Sloane 5215. (C4036)

SUNBEAM
COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service—Shandon Garage, Abbeville Rd., S.W.4. Tel. 74-4505. (C0518)

1929 Sunbeam 27.5 tonner insufficient time holds up partial body rebuild, mechanically excellent, reasonable price.—Palmer, London, Tottenham 6151. (C018)

CROWN wheels and punions for every model of Sunbeam—Barlow & Chidlaw, Ltd., Pendleton, Manchester, 6. (C3521)

SUNBEAM-TALBOT
RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1949 Sunbeam-Talbot 90 saloon, very carefully driven and maintained, fitted with large engine, superb performance, coachwork unmarked, nearly new tyres. 510mgs.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connection all branches and departments (Kilburn Park Station, Bakerloo line, 150yds). (C4047)

B. J. HUNTER, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, fast and luxurious car. £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

BRADSTOCK MOTORS offer:—

£625—1951 Sunbeam-Talbot 90 sun saloon, Mark II, black, red leather, one owner, fitted H.M.V. radio, heater, mirror, clock, excellent condition throughout, terms, exchanges.—Chase Rd., Epsom, Tel. Epsom 634. (C207)

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout. £850. For other Overseas Car listings see page 125.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3051)

METROPOLITAN MOTORS, offer:—

1951 Series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new and in excellent condition. £775.

1951 Sunbeam-Talbot drop head, one owner, perfect. £715.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 564. (C3527)

WARWICK WRIGHT, Ltd., offer:—

1953 (August) Sunbeam Alpine 2-seater roadster, red, 5,000 miles. £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES, offer:—

1952 Sunbeam-Talbot 90 saloon, black/beige leather, heater, loose covers, 14,000 miles, one owner. £825.

1953 Sunbeam-Talbot 90 saloon, black/beige leather, 8,000 miles, quite as new. £895.

1950 Sunbeam-Talbot 90 drop head coupe, heater, Ace Rumbleblowers, excellent condition. £625.

1950 Sunbeam-Talbot 80 drop head coupe, 18,000 miles, H.M.V. radio. £650.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4061)

BARTLETT—Sunbeam-Talbot 1951 90 coupe, 22,000 miles. £625.—27a, Pembroke Villas, W.11. (C1015)

1951 Sunbeam-Talbot 90, green with many extras. £625.

1951 Sunbeam-Talbot 90 drop head coupe, bronze, radio. £750.

HALLS (FINCHLEY), Ltd., Odson Parade, North Finchley, London, N.12. Tel. Hillside 1044. (1910)

HILLWOOD MOTORS—1950 Sunbeam-Talbot 90, one owner, radio, heater, excellent. £625.—Tel. Mill Hill 4252. (1999)

1952 Sunbeam-Talbot 90 saloon. £975; 1,700 miles, bronze, red leather, heater, practically a new car.—Tel. Rickmansworth 4157. (11654)

1949 Sunbeam-Talbot 90 saloon, black. £595.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2623)

FOR sale—Sunbeam-Talbot 60, genuine mileage since new. 1,000 per cent throughout. £540.—Tel. Southampton: 6156 evenings after 7 p.m. (2017)

1951 Sunbeam-Talbot drop head coupe, 21,000 miles, specially tuned. £725.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Caterham 2252-3. (C1065)

SUNBEAM-TALBOT 80 saloon, black/brown leather, in very nice condition throughout, well-maintained car; price £555.—Macmotors, Ltd., Elmbridge 3974. (12174)

1950 leather, outstanding condition throughout. £775.—Peter Bantock Car Sales, 104, High Rd., Chiswick 2725 5970. (C1014)

SUNBEAM-TALBOT
1951 (July) Sunbeam-Talbot 90 saloon, 12,000 miles, private owner. £700.—Tel. 4049. (17796)

£625—1951 Sunbeam-Talbot 90, 2½ drive, unmarked, interior similar mechanically perfect. E.M. Autosales, 65, Harfield Rd., Wimbeldon, S.W.19. Wimbeldon 4225. (C2067)

1950 Sunbeam-Talbot 80 saloon, bronze red leather, one owner, mileage under 20,000, seat covers. £525.—James, 223a, High St., Chatham. Tel. 45511. (2009)

JACK ROSE, Ltd., offer 1952 model 90 Sunbeam-Talbot saloon, in blue, beige upholstery, almost as brand new inside and out, mileage 15,000. £455.—88A, rd Rd., Wallington, Surrey. Wallington 677-8. (C3056)

695mgs.—Sunbeam-Talbot 90, September, 1951, Mark II sports saloon, satin bronze, sliding head, red leather, one owner, excellent condition, terms, exchanges.—Row and Smith, below.

295mgs.—Sunbeam-Talbot 19 1959 sports saloon, copper bronze, sliding head, fawn leather, good condition, terms, exchanges; last, open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

CAMDEN MOTORS for Sunbeam-Talbots—90 drop head four-door coupe, 1951, 2½-litre I.P.E., fitted H.M.V. built-in radio and heater, immaculate pastel finish, a one-owner car in very outstanding order. £695.

CAMDEN MOTORS for Sunbeam-Talbots—Also a saloon of the same year in black with radio, heater and screenwash.

CAMDEN MOTORS for Sunbeam-Talbots—90 saloon, Jan. 1950, bronze with red leather, another one-owner car very well maintained and of moderate total mileage. £575.

CAMDEN MOTORS for Sunbeam-Talbots—10hp sports saloon, 1949, an unrepeatable opportunity to obtain a really good example of this excellent post-war series, a thoroughly sound car mechanically with excellent tyres at only £465.

CAMDEN MOTORS for Sunbeam-Talbots—2-litre 11hp saloon, 1948, very fast, compact-looking motor with attractive modern lines, stylish metallic finish, good order throughout. £495.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 5 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

NAYLOR & ROOT—1947 Sunbeam-Talbot 10 saloon, metallic grey, beautifully maintained throughout. £395, written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

1950 (Feb.) Sunbeam-Talbot 90 saloon, black with red leather, genuine 24,000 miles, as new. £630.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (C3063)

1950 (Oct.) Sunbeam-Talbot 90 Mk 1 convertible, new hood, one owner, metallic green/beige leather. £650, guaranteed.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. (C4055)

ARCHIE SIMONS & Co., Ltd.—1948 Sunbeam-Talbot 10hp 4-door sports saloon, colour black, sunshine roof, engine recently overhauled, in excellent condition in every way. £475.—94, Gt. Portland St., W.1, Lan. 1545. (C4015)

Sunbeam-Talbot Cars Wanted

C
M
THE CAR MART, Ltd. wish to purchase Sunbeam-Talbot cars.—520, Euston Rd. N.W.1. Euston 1212 10516/R

R
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DISTRIBUTORS

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REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM—Lower Temple St. (Central 8411)

MANCHESTER—129, Deansgate (Backbriars 6677)

MAIDSTONE—(Maidstone 3333)

CANTERBURY—(Canterbury 3252)

ROCHESTER—(Chatham 2251)

WROTHAM Heath (Bournemouth Green 41)

R
R
ROOTES Ltd. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401 10111/R

R
R
ROWLAND SMITHS, The Car Buyers. Highest cash prices for Sunbeam-Talbot—Hampstead (Tube) N.W.5 Ham 6041 (W4018/R)

FULL value paid for Sunbeam-Talbot or similar—54, Streatham Hill, S.W.2. Tube Hill 2676. (W3016)

PRIVATELY owned S-Talbot 90—5, Brae Court, Kingston Hill, Surrey. Tube Hill 2968 (W2057)

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembroke Villas, W.11. Baywater 0525 (W1015)

CASH immediately for good Sunbeam-Talbot. Details p.l.s. to H. F. Edwards, 28, Upper Hill St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (1441)

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 1st, 181, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (1063/R)

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co. Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. (10465/R)

TALBOT
TALBOT 10 saloon, 1957, extensively reconditioned, now being respayed, nice little car, reasonable. Johnsons Garage, Stogursey, nr. Bridgewater. (2101)

TALBOT
£235—1955 Talbot 10 sports saloon, excellent condition.—G.P. (Babam), Ltd., 30, Babham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 110-8-9. (C3064)

ROYs offer unrepeatable Talbot 1956 limousine, 7 seats, division, £165 h.p. and exchanges.—Rovs Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station.) Euston 2700 and 8941 (C3059)

95mgs.—Talbot, 1957 105 sports saloon, sliding head, grey leather, manual seat change, terms, exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

ROWLAND SMITHS, The Car Buyers. Highest cash prices for Talbot.—Hampstead (Tube) N.W.5 Ham. 6041. (W4018/R)

Talbot Spares and Service
JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. (0996/R)

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. (10664/R)

TRIUMPH
ACRES offer:—

1950 Triumph Renown, metallic grey, radio and heater, low mileage, one owner. £595.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccanay 2211-2. (C1002)

TOM GARNER, Ltd., offer:—

1953 Triumph Mayflower saloon, black with fawn upholstery, heater, 5,000 miles only. £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2020)

B. J. HUNTER, Ltd., offer:—

1947 Triumph 1800 coupe, fitted heater, new hood, superlative condition. £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

SWANMORE GARAGE offer:—

1950 Triumph Renown saloon.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43544. (C4024)

PHILIP RICKARDS, Ltd., offer:—

1953 Triumph Renown, 500 miles only, black, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. (C3051)

GLANFIELD LAWRENCE offer:—

1950 Triumph 2000 razor edge saloon, grey, one owner, heater, radio, 28,000 miles, exceptional throughout. £625.—407, High Rd., N.12. Finchley 0091. (C3055)

CHARLES RICKARDS, Ltd., offer:—

1953 (Jan.) Triumph Mayflower, finished black with red leather, fitted heater, seat covers, 3,500 miles, one owner, faultless condition. £595.

ALSO a good selection of genuine low mileage cars, offered with out 3 months guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1830 (C3050)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1951 (October) Mayflower, black, red leather, fitted with heater, in very good condition. £510.

BERKELEY Square, Gros. 4545. (12077)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3 offer:—

1953 (October) Triumph Renown, 200 miles only, black with beige leather, heater, radio. £1,050. (C1001)

1953 Triumph Mayflower saloon, 5,000 miles. £675.—Below.

1951 Triumph Renown saloon, 12,000 miles, radio, £785.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2623)

1950 Renown, black and beige, heater, one owner, taxed, excellent condition. £695.—Below.

1949 Renown, black and grey, heater, radio, de-lux, misters, fog lamp, taxed, one owner, exceptional condition. £595.—K. J. Motors Ltd., Bromley, Ravensbourne 3456-7-8-9. (1794)

HILLWOOD MOTORS—1949 Triumph 1800 saloon, one owner, elegant, roomy, economical. £525.—Tel. Mill Hill 4252. (1997)

1947-48 Triumph 1800 roadster, good condition. £490.—Call evenings, Mr. Rose, 11, Manor Rd., Hatfield, Herts. (1978)

£475—1948 (Sept.) Triumph Roadster, mechanically faultless, excellent tyres.—Stevens, 50a, Southbury Rd., Enfield. (1949)

1952 Triumph Mayflower, black with heater, exceptional condition, small mileage, one owner. £550.—Eugene, Ltd., 90, Avenue Rd., Acton. (2158)

1952 Mayflower green saloon, leather and heater, genuine mileage 8,800, immaculate throughout. £550.—Campbell Symonds, Wembley 6262. (C1057)

1935 Triumph Gloria 14hp saloon, green and black, very nice condition. £145.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7911. (C4011)

1950 Triumph Renown saloon, blue with beige upholstery, 26,000 miles. £565.—A. Day & Co., 18, Hardman St., Liverpool. Royal 5057. (1218)

1952 Triumph Mayflower saloon, black, red leather, carefully maintained by one private owner. £545.—Pantiles Service Garage, London Rd., Guildford 5526. (C3055)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

645 gns.—Triumph Renown 1951 saloon, gunmetal, grey leather, heater, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below

595 gns.—Triumph Mayflower, May 1953 saloon, leather, one owner, 2,575 miles, brand new condition, terms, exchanges.—Rowland Smith, below

425 gns.—Triumph 1950 1948 Roadster coupe, carefree, fully used, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

1949 Triumph 1950 saloon, low mileage, unblemished condition throughout, black and beige leather, Romac radio, one owner from new, carefully maintained and serviced.

HAMPTON MOTORS, Ltd., 59 Sheep St., Northampton, Tel. 5016, Open daily 9 a.m.—6 p.m. (except Sundays). (2123)

NAYLOR & ROOT—1951 Triumph Renown saloon, black/beige hide, heater, one very careful owner, £605, written guarantee, 25, East Hill, Clapham Junction, S.W.11. Bat. 2252. (C5022)

1951 Triumph Renown, black, tan upholstery, 28,000 miles, one owner, excellent condition throughout; £585.—Sharp's Autos, South Hanningfield, Chemsford. Tel. Ramsden Heath 267. (2162)

TRIUMPH Renown, October 24, 1951, mileage 11,000, one owner, regularly maintained by makers, immaculate and faultless, fitted overdrive, numerous extras, any trial London; £790 or near.—Tel. Kensington 6642. (2065)

CAMDEN MOTORS for Triumphs—1800 razor edge saloon, 1947, outstanding mechanical order and fitted almost new Goodyear all-weather tyres, coachwork now undergoing complete and expert reconditioning in our workshops. £445.

CAMDEN MOTORS for Triumphs—A very fine selection of all pre-war models, Dolomites, Vitesse, Glorias, etc., from £150.

CAMDEN MOTORS for Triumphs—Leighton Buzzard, Beds. Tel. 2041, Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1085)

1938 Triumph 14hp sports saloon, just resprayed, very fine condition throughout, A.A. inspection invited; £240 or £20 deposit, the balance for 18 months; exchanges, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brighton, S.W.2. Tel. Tulse Hill 7106. (2167)

1035 miles only, 1953 Triumph Mayflower saloon, finished in jewel-like green with fawn upholstery; absolutely immaculate and fully equipped with heater and loose covers; thoroughly recommended; written guarantee; £615; terms, exchanges.—H. F. Edwards, 202 Great Portland St., London, W.1. Tel. Latham 0012. (C2005)

Triumph Cars Wanted

C **M** **THE CAR MART, Ltd.**, wish to purchase Triumph cars.—520, Euston Rd., N.W.1, Euston 1212. (1974/R)

R **ROWLAND SMITH'S** the Car Buyers—Highest cash prices for Triumph—Hampstead (Tube), N.W.3. Ham. 0041. (W4018/R)

MARSTON MOTOR CO., Ltd., for your Triumph—Tel. Sta. 8009—Seven Sisters Rd., Tottenham, N.15. (10145/R)

C **A PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower. May. 3051. (W3045)

Triumph Spares and Service

S & T **STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). (1037/R)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Len. 7755. (10145/R)

STANDARD and Triumph spares and service, replacement units—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Bexleyheath, Tel. 1666-7. (0499)

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). (10395/R)

UTILITY CARS

JACK STONE & SON offer:—

1953 Austin A40 5-seater, 1959 Ford V.8 7-seater, wooden body, 1958 Morris 10 5-seater, metal body, 1958 Austin 12 5-seater, metal body; coachbuilt wooden utility bodies to your own specifications, £135, order your new Vanguard, Hillman Austin, tractor, etc., utility car or van, immediate delivery, write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. (C4021)

ROWLAND SMITH'S for Utility cars.

375 gns.—Standard Vanguard 1949 4-seater Utility, (paste) green, heater, one owner, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

CYRIL SHEPPARD OF READING offers:—

1950 Austin A40 Countryman; £450.—"Sheppards Hill", London Rd., Reading, Sonning 2545-6. (2216)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1935 Bentley 3½-litre utility, two owners, recent engine overhaul; £685. (C1018)

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

UTILITY CARS

1948 1½-litre Riley utility, excellent condition throughout, Motorola radio, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Sloane 9284. (C3060)

GUY ALFRED & Co., Ltd.—1940 Morris Uteleon, 1950 condition, 1947 Fordson utility, —6-7, Warren St., W.1, Euston 3266. (C1066)

£585—1951 series Vanguard Estate vehicle, spotless bodywork, genuine small mileage and carefully used.—Below.

£345—1947 Hillman 10hp Estate vehicle, beautiful condition.—Below.

£222—1946 Ford Anglia, fitted excellent wood utility bodywork.—Below.

£155—1957 Ford 5 utility, very carefully used, bargain price, 3 months guarantee, hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). (C2052)

1950 Austin A40 Countryman, heater, 54,000 miles; £495.—Car Mart, Ltd., 150, Park Lane, W.1 Grosvenor 5454. (C1039)

CASS'S MOTOR MART—1948 Fordson Martin Walter Uteleon one owner, written guarantee.—5, Warren St., W.1, Euston 3225. (C1040)

BEDFORD estate car convertible, Sept. 1953, 2,000 miles, £695, including sleeping unit.—114, Goldsmith Ave., E.12, Gold. 2001. (2020)

£415—Hillman Minx Estate car, 1947, 4-door bodywork, reconditioned engine, 3 months' guarantee, in brand new condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (C2008)

1948 Standard 12 utility, exceptional bargain; £285.—also 1941 Ford V8 22 utility, £175.—A.Z. Motors, Palmerston Rd., N.W.6, Mal. 4723. (C1011)

1951 Austin A40 Countryman, 21,000 recorded mileage, one careful owner, £495.—Cox's Motors, 11-15, Conduit St., Leicester, Tel. 60319. (C1059)

BRADFORD utilities for sale serviced by us, main agents since 1922—Bunting's Motor Exchange, Bonnersfield Lane, Harrow Tel. 6225-6. (0621/R)

HUMBER wooden utility, nice order, £195, 1944 Hillman 10hp utility, guaranteed, £350.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. (C2022)

1948 Morris Martin Walter Uteleon, beige, new engine recently fitted, one owner, excellent condition; £349.—Peter Guest, Ltd., Garwood, Kings Lynn, Tel. 4129. (19701)

MARTIN Walter 10hp Ford, carefully used, 1947 model, one owner; £295; terms, exchanges.—O. B. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2891. (C2051)

1948 Chevrolet de luxe estate car, 35,000 miles; one private owner; £995.—Taylor & Crawley, 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1, Sloane 5213. (C4036)

WALTER SCOTT, Ltd.—1950 Vanguard estate, 4-door, grey, red leather heater, exceptional condition, one owner; £575.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Pri 5914 (C4006)

ROYS offer, 1937 Packard 26hp Dagenham type wooden utility, 7 seats, 4 doors, well preserved, £185, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8604. (C3059)

Utility Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Utilities—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WHY accept less for your utility vehicle, shooting brake or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (W2008)

VAUXHALL 10

1947 saloon, perfect, quick sale, £365.—Bayswater 2049. (C1042)

£198—Vauxhall 10 Bedford Martin Walter utility, very good tyres, roomy and attractive; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50 yds, Holland Park Tube.) Exchanges, H.P. (C1017)

VAUXHALL 10 1939 (July), one titled owner until 1951, very good condition; £250.—Tel. Kin. 9148. (2119)

£385—September 1946 Vauxhall 10 saloon, black, brown leather upholstery, recently fitted with new engine and front suspension units.—Broadway Motors, 67 High St., Hounslow, Hou. 9175 (C1028)

VAUXHALL 12

AUTOMOBILIA, Ltd. offer:—

1947 Vauxhall 12 4-door saloon, black, 55,000 miles, twin spotlights, windscreen washers, etc., very good condition; £350.—Pippinbrook Garage, Dorking 3891. (C2042)

1939 Vauxhall 12, immaculate condition; £285.—Kirkdale Cars, Cobb's Corner, Sydenham, S.E.26 Sydenham 6129. (C2068)

VAUXHALL 14

1947 (March) Vauxhall 14 saloon, black, brown leather with radio; £315.

GLID CARS, Ltd., 60/62, Queenstown Rd., S.W.8, Mac. 3363. (2004)

1947 Vauxhall 14 saloon, blue, immaculate condition throughout, taxed, £365.

MAGDALEN MOTORS, 211, Trinity Rd., Wandsworth Common, Battersea 5573. (C3005)

1946-7 Vauxhall 14 saloon, one owner, far above average; £395; 3 months' guarantee; terms, exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

VAUXHALL 14

£365—Vauxhall 14 1947 sal., particularly well kept, V.G. tyres, leather interior, sun roof, choice 5; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50 yds, Holland Park Tube.) Exchanges, H.P. (C1017)

1937 Vauxhall 14 saloon, £195; or hired 36 months, inc. tax and ins., £10.—The Cooden Eng. Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 650. (2052)

1938 Vauxhall 14 touring saloon, blue with blue leather interior, good running order, £190.—Dixon's Garage, 134, West Hill, Putney, S.W.15, Putney 0536. (C1075)

1947 (November) Vauxhall J-type 14hp saloon, dark blue, brown leather upholstery, one owner, taxed December, £575.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8, Mou. 3451. (2070)

95 gns.—Vauxhall 14 1956 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

VAUXHALL WYVERN AND VELOX

DICKS **1950** Vauxhall Wyvern saloon, fitted all extras, radio, etc., £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

ACRES offer:—

1951 (late) Vauxhall Velox, grey, as new; £550.

ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2, Tulse Hill 1909. (C10024)

SLOCOMBES, Ltd.

WE are pleased to offer the most exceptional 1952 model Velox in blue at £650; speedo reading 28,214.

BRAND new Velox, works mileage only; £825.

ANY other cars, saloons and tourers, up to £2,875; part exchanges, cars or motor cycles, immediate H.P. facilities, existing H.P. accounts settled, we close at 7.30 p.m. Saturdays 6 p.m.

SLOCOMBES, Ltd., 56-58, Dudden Hill Lane, N.W.10 S.W.10 (Gladstone 9548), and 379, North Circular Rd., N.W.10 (Gladstone 9548). (C4017)

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, square engine model, fitted heater; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6503. (C2040)

E. EVANS & O'MALLEY offer:—

1953 (October) Wyvern, work's mileage; £775.—1355, 1709, Lowndes Sq., Knightsbridge, S.W.1. (2157)

GUY SALMON AUTOMOBILES offer:—

1953 (August) Vauxhall Velox, 4,000 miles, fitted heater and screenwashers, quite as new; £795.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (C4001)

W. J. BROWN, Ltd., established over 50 years.

1953 Vauxhall Velox, 8,500 miles, black, red leather, one owner; £795.

339 Finchley Rd., N.W.3, Hampstead 4414. (C1025)

1953 (September) Vauxhall Wyvern black saloon, 50 miles only; £775.—Larkwood 8677. (19495)

VAUXHALL 1952 Wyvern saloon, 15,000 miles; £675.—Bartlett, 27a, Pembroke Villas, W.11. (C1013)

1953 Wyvern, 2,700 miles, forest green, as new; offers over 4745—26, Trinity St., Ipswich. (2125)

1953 (Oct.) Vauxhall Wyvern, privately owned, works mileage only, unused, taxed; £765.—Box 1454. (1965)

1950 Vauxhall Wyvern, beautifully kept, car, chassis excellent, bodywork unmarked; £485.—Perivale 7566. (2166)

1950 Vauxhall Wyvern saloon; £450.—Hillingdon Motors, 325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (C3062)

1951 Vauxhall Wyvern, excellent condition throughout, mechanically perfect, any examination; £525.—Perivale 7566. (2165)

1951 new look Vauxhall Wyvern, small mileage, radio, heater, etc.—Secretary, Couped Ha., Camberley, Surrey. (2259)

1952 (Sept.) Wyvern, dark blue, square engine, heater, covers, negligible mileage, really immaculate condition, guaranteed.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11 Speedwell 0011. (C4004)

1953 (Sept.) Vauxhall Wyvern saloon, one hundred miles; £795.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1010)

GUY ALFRED & Co., Ltd.—1952 Vauxhall Velox, radio, heater, small mileage, superb.—6-7, Warren St., W.1, Euston 3266. (C3060)

1951 Vauxhall Wyvern, exceptional order; £570.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14, Tel. Western 2312. (C4019)

1953 Vauxhall Wyvern saloon, 4,000 miles, as new; £755.—H. C. Paul, Ltd., 52, Bruton Place, W.1, Mayfair 0821-2. (C5040-1)

1952 Vauxhall Wyvern saloon, black, heater, one owner; £655.—Vandervelde, 215, Haverstock Hill, N.W.3, Primrose 441. (C4037)

1953 Vauxhall Velox saloon, black, heater, mileage 5,000; £815.—H. C. Paul, Ltd., 52, Bruton Place, W.1, Mayfair 0821-2. (C5040)

VAUXHALL Velox, August 25, 1955, black with red upholstery, mileage under 200, not yet run in; £800; terms, exchanges.—12, Church St., Luton 4212. (2177)

VAUXHALL Velox, November, 1951, new type, immaculate car; £675.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. (C4661)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN AND VELOX

£495 1949 Wyvern saloon, 1950, black/grey upholstery, heater, loose seat covers, previously owned by employee of Vauxhall Motors, expertly maintained by works staff.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 02941. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

1949 Wyvern saloon, excellent condition throughout, guaranteed, £540, exchanges, terms—Palmer, 3, Russell Gardens Meads, Kensington, W.14. Park 9704. [C1054]

1953 Vauxhall Velox, cream, fitted seat covers, heater, one owner, 5,000 miles, condition as new; £830 for immediate sale—Apply Douglas, Bourne, Blandford, Dorset. [C2053]

1950 Vauxhall Velox, one owner, mileage 29,000, new tyres, excellent mechanical condition, heater, spotlight, reversing light, inspection invited, £490.—Tunbridge Wells 2602. [C2055]

1951 Vauxhall Velox, colour grey, 5 good tyres, radio, heater and other extras, carefully used by mechanical engineer; £520, Fletcher, Meole Grassie, Shrewsbury, Tel. 4210. [C2055]

VAUXHALL Velox 1952 saloon, radio, heater, fog lamp, electric engine, guaranteed, 100% mechanically; first-class throughout; £625; terms—A. E. Palmer Motors, Ltd., Luton 4212. [C2178]

1949 Wyvern, black, as new, one owner, perfect condition, 52 m.p.g., open to any inspection, heater, low mileage, £500 or near offer—Mrs. Brown, 47, Gilbert Rd., Cambridge, Tel. 4269. [C2054]

1951 Vauxhall Velox, blue, blue leather upholstery, heater, spot lamp, ink mats, taxed, December, one owner; £495.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hove, N.E. 10. 3451. [C2069]

625 1951 Vauxhall Velox, 1952 model, saloon, white body, radio heater, moderate mileage, excellent condition, terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C2018]

1951 Vauxhall Velox saloon, finished green, leather interior, fitted with seat covers, electric clock and heater, nominal mileage, in excellent condition throughout; £565.—Routine, East Putney, Tel. 4581. [C2010]

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox saloons, black/brown or grey/red leather, heater, radio, one owner, choice of two £429; three months guarantee; terms, exchanges; list—Stockwell Rd., S.W.9. Brixton 6251. [C2068]

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox saloon, colour grey, red leather upholstery, fitted radio, heater, disc, spotlight, reversing light, windscreen washers, low mileage, etc. meticulous owner only, the whole car immaculate and as new; £595.—94, St. Portland St., W.1. Lan. 1545. [C2015]

1953 Vauxhall Velox (May) grey, very low mileage, loose covers, heater, screen wash, underseal, spot, fog and reversing lights, condition as new throughout, taxed, £759, plus cost of extra from Service Depot, South Rd., Southall 2555; will demonstrate on behalf of owner. [C2175]

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black leather upholstery, fitted radio, heater, reverse light spotlight, cigar lighter, taxed to December, as new throughout; trade enquiries welcomed.—Motorsure (London) Ltd., Great North Rd., E. Finchley Station N.2, Tel. 5301-2. [C2018]

Vauxhall Wyvern & Velox Cars Wanted
FULL value paid for Velox or similar—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W2016]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4-6, Berkeley Sq., W.1. Grosvenor 4522. [0017 R]

1952 Velox, grey, grey upholstery, heater, screen-clean, one owner, taxed, excellent condition, £695.—Below. [0017 R]

1946 14hp sliding head, black, brown upholstery, loose covers, fog lamp, reconditioned engine, taxed, £395.—K.J. Motors, Ltd., Bromley, Ravensbourne 5456-7-8-9. [1791]

HAMILTON MOTORS (LONDON), Ltd., 460-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall's main dealers.

1953 Vauxhall Wyvern, blue, 4,000 miles only, heater and other extras, as new; £785.

1950 Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout; £550.

1946 Vauxhall 14hp saloon, mechanically excellent, almost new tyres, body exceptionally smart, £505.

1947 (December) Vauxhall 12hp saloon, black with brown interior, almost new tyres, recently fitted with reconditioned engine, body and interior perfect, £425.

A large good selection of used Vauxhalls in stock. H.M.I. will purchase for cash all Vauxhalls, including latest models. [C2052]

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 757.—Gregory's of Uxbridge. [C2059 R]

GRAHAM BROTHERS (MOTORS), Ltd., Main for Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Deputy at: Ashton (Alinton 1917), Didsbury (Didsbury 5446), Manchester (Blackburn 2887), Stretford (Trafford 3311), Wilmslow (W.1. 4952). [C2053 R]

Vauxhall Miscellaneous Cars Wanted

C **M** **T** **THE CAR MART, Ltd.**, wish to purchase Vauxhall cars—150, Park Lane, W.1. Grosvenor 2454. [0075 R]

Vauxhall Miscellaneous Cars Wanted

R **S** **ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Vauxhall—Hampstead (Tube) N.W.3. Ham 6041. [W2018 R]

SHAW & KILBURN, Ltd., Vauxhall main dealers

WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1. Grosvenor 4522. [0018 R]

7-SEATER private 1957 or 19 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2766. [0612 R]

VAUXHALL cars, post-war models, urgently required.—Colins Garage, Ltd., Earls Court Rd., S.W.5. [0479 R]

CASH immediately for good Vauxhall.—Details, please, to H. F. Edwards, 19, Seabrook Rd., Hythe, Kent, Tel. Hythe 67511. [W2059]

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 366-450, Edgware Rd., London, W.2. Call, write or Tel. Paddington 0022. [W2052 R]

Vauxhall Spares and Service

TRIAXON

TRIAXON—Established over 30 years, the first with a reputation for reliability and quality workmanship offers the undermentioned services on Vauxhall cars and vans.

TRIAXON—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

TRIAXON—Inter-branch unit exchanges service on all Vauxhall cars and vans.

TRIAXON—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J, 25hp and HVC, JCV models, stock delivered.

TRIAXON—Suspension units, exchange or outright sales, immediate deliveries, our reconditioned units are complete with kingpins and include shock absorbers, overhaul, 3 months' guarantee available for 10, 12 and 14hp DX and J types.

TRIAXON—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIAXON—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models; brand new; just received from factory.

TRIAXON—Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0667]

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuild Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—
BEDFORD HOUSE, 580-582, London Rd., Croydon, Tel. Thornton Heath 5276 (14 lines). [02005 R]

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent, Rav. 5456. [0395 R]

VETERAN CARS

WELHAM'S Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1875. Buy, sell pre-1914 and offer—

1912 Wolseley 16hp cabriolet 7-seater; £225.

1911 Brennabor 10hp 2-str.; £250. [C201 R]

VINTAGE CARS

1925 2-litre Darracq open 4-seater, a vast sum has been spent on this car which is in showroom condition; £120 or near offer.

THE FORGE GARAGE (PETERSHAM), Ltd. 192-194, Petersham Rd., Petersham, Surrey, Richmond 1854. [C2011]

Vintage Cars Wanted

VINTAGE steam car required, any make.—Bottonley, 31, Marlborough Rd., Flixby, Huddersfield. [1971]

VOLKSWAGEN

WM WELBECK MOTORS, Ltd.

AGAIN first in the field with a used example of the very latest model.

1953 (September) Volkswagen de luxe saloon, in dark green, 2,000 miles, very latest show-model type with all luxury fittings, cost a month ago £795, now only £695.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 5991 (16 lines). [C2049]

COLBORNE GARAGE, Ltd., Ripley, Surrey.

C **THE Volkswagen People**, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception week-ends; we can now offer our well-known reconditioned models in latest maker's colours at £475—for immediate delivery. Tel. Ripley 2361. [0575 R]

VOLKSWAGEN saloon, 600 miles only, colour blue, £640.—Manfield Autos, Ltd., Euston 2597. [C2061]

GUY ALFREDS & Co., Ltd.—1949 Volkswagen, outstanding condition, right-hand drive—6-7, Warren St., W.1. Euston 3265. [C1005]

1947 Volkswagen saloon, good condition; £295.—Richards & Carr, 55, Kinnerton St., S.W.1. Sloane 5425. [C2045]

VOLKSWAGEN, registered in 1950, right-hand drive de luxe, English leather; latest modifications, radio, heater; the best secondhand VW in the country; £550.—Taylor & Crawley, 35, Grosvenor Crescent, Hyde Park Corner, S.W.1. Sloane 5215. [C2036]

VOLKSWAGEN

V & F **MONACO MOTORS**, the only Volkswagen specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagens and handle no other type of car, all Volkswagen spares stocked. Volkswagens cars bought and sold. Below.

V & F **MONACO MOTORS**—1947 Volkswagen (registered 1949), reconditioned throughout, immaculate condition all round, £415. Below.

V & F **MONACO MOTORS**—1947 Volkswagen re-upholstered, rechromed, one owner, showroom condition, £350.—Below.

V & F **MONACO MOTORS**—1947 Volkswagen (registered 1949), excellent condition, one owner since new, 45,000 miles, colour black; £295.—Below.

V & F **MONACO MOTORS**—1947 Volkswagen (registered 1949), very good condition, black radio; £290.—Below.

V & F **MONACO MOTORS**—1946 Volkswagen (registered 1949), one owner, 22,000 miles, black, excellent condition; £270.

V & F **MONACO MOTORS**, 3a, Weathersby Mews, Earls Court, S.W.5. Fro. 4657. [0642]

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagens—55, Kinnerton St., London, S.W.1. Sloane 5425. [W2045]

V & F **MONACO MOTORS**—The Volkswagen buyers—3a, Weathersby Mews, Earls Court, S.W.5. Fro. 4657. [0500 R]

Volkswagen Spares and Service

V. W. MOTORS, Ltd.
GENUINE spare parts may now be obtained from sole concessionaires, 79/85, Davies St., entrance in Weighhouse St., Tel. May. 6718. [0647 R]

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2551) and Dorset House (Weilbeck 7890) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. [0855 R]

WILLYS

ROY'S offer: Willys 16 streamlined saloon, 1948, excellent throughout, £295; H.P. and exchanges.—Rays Automotives, Ltd., 127, Parkway, S.W.1 (near Camden Town Tube station), Euston 2700 and 5694. [C2058]

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5242. [85050 R]

WOLSELEY

E **EUSTACE WATKINS, Ltd.**, the sole London distributors.
1951 Wolseley 6-80 saloon, black with brown leather, 15,000 miles, one owner. [W2045]

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.5 (Fleming 8181). [C2046]

ACRES offer—

1947 Wolseley 14, black with brown leather upholstery, in immaculate condition; £425.

ACRES AUTOS, Ltd., 10 & 11 Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccanay 2211. [C1062]

CAR MART, Ltd.

1950 Wolseley 4-50 saloon, heater, 10,000 miles; £545.—Car Mart Ltd., 520, Euston Rd. N.W.1. Euston 1212. [C1059]

GATEHOUSE offer—

1939 Wolseley 14 saloon, black, nice car; £265.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Wolseley 15 saloon, original cellulose throughout, leather interior, in excellent condition, mechanically sound, suitable for hire work; £295.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C2047]

R. C. WIMBURN, Ltd., offer—

1953 (October) Wolseley 6-80 saloon, grey, heater, works mileage.

312 Earls Court Rd., S.W.5. Fremantle 8401. [C2056]

H. BEART & Co., Ltd., offer—

1947 14/60 saloon, probably one owner since new, very carefully maintained, £395.—102, London Rd. Kingston-on-Thames. Tel. 3548. [C1081]

1950 4-50 saloon, sun-roof, heater, etc.; £595.—Below.

1948 Wolseley 12 saloon, sun-roof; £475—both cars have very good appearance, first-class mechanical condition; three months' written guarantee; service after sale exchanges; deferred—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Road, three minutes' walk, East Finchley Tube). Finchley 0652/53. [C2065]

1939 Wolseley 12, excellent condition, well kept; £250.—Pinner 9063. [2051]

£550—Wolseley 6/60, 1950, black, one owner only, in splendid condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2068]

1947 Wolseley 18 saloon; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4728. [C1011]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

WOLSELEY

£85—1977 Wolseley 25 saloon, terms.—Autonips, 5, Balham High Rd., Balham 1509. (C4009)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/5, offer:
1953 (September) Wolseley 6/90, finished black, brown leather upholstery, heater, loose covers, 700 miles only. £225. (C1051)

B EARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston Tel. 5348. (10085/R)

1949 (December) 4/50 maroon saloon, one owner, genuine mileage 9,651; £500.—Campbell Reynolds, Wembley 6262. (C1037)

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1947—48 limousine, 7-passenger 25hp Wolseley, beautiful condition; £595.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. (1874)

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1952 Wolseley 4/50 saloon in moonstone grey, one owner and in perfect condition; £750 o.n.o.—Clingage, Elizabeth House, Vauxhall, Ld. W. Tel. 656. (1991)

1949 (November) 6-80 Wolseley saloon, radio and heater, excellent condition; £475.—Jacqueline Ld., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

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1950 (October) Wolseley 4/50 saloon, black, radio, heater, small mileage, in beautiful condition; £565.—Roes Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. (2074)

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BIRMINGHAM, 6.—Plewitt, Ltd., 120-122, Alma St. Tel. Aston Cross 3206/7/8. Austin direct retail dealers.
BIRMINGHAM, 31.—Tessell Garage, Ltd., Bristol Rd. South. Tel. Priory 1014. Austin traders.
BIRMINGHAM, 23.—The Vention Garage Co., Ltd., 724, Chester Rd., Erdington. Tel. Erd. 2226/7. Retail dealers.
BLACKWOOD (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Austin main dealers.
BLANDFORD FORUM (Dorset).—Flanders's Garage, Whitehill Mill St. Tel. Blandford 57. Austin main dealers.
BLETCHLEY.—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Austin dealers.
BOURNEMOUTH.—Auto Service Garage (Bournemouth), Ltd., 55-57, R. L. Stevenson Ave. Westbourne 6544. Austin retail dealer.
BROMLEY (Kent).—The Bromley Motor Works (Kent), Ltd., Masons Hill. Tel. Ravensbourne 4693. Main dealers.
CALNE (Wilts).—Morement & Bridges, The Square. Tel. Calne 2259. Austin dealers.
CAMBRIDGE.—Marshall's (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. Cambridge 4215. Austin distributors.
CATERHAM (Surrey).—Layham's Engineering Co., 379-383, Croydon Rd. Tel. Caterham 2594. Austin stocking agents.
CHATHAM.—Russell's Garages, Ltd., Medway St. Tel. Chatham 3693 (5 lines). Austin retail dealers.
COULSDON (Surrey).—Star Lane Garage, Brighton Rd. Tel. Downland 237. Austin dealers.
CROYDON (Surrey).—L. F. Dove, Ltd., 111-115, Addiscombe Rd. Addiscombe 3066/9. Austin distributors and main agents.
CROYDON (Surrey).—Milne & Russell, Ltd., 1, Brighton Rd. Croydon 5656/7/8. Main dealers and distributors.
DENHAM (Bucks).—Denham Service Station, Ltd. Tel. Denham 2266. Austin agents.
DORKING (Surrey).—F. W. Mays & Co. Ltd., 105, South St. Tel. 2244. Austin area dealers.
DURHAM.—Fowler & Armstrong, Ltd., New Elvet. Tel. Durham 278/9. Austin area dealers.
EDGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg 2821 (5 lines). Works: Parker St. Retail dealers.
EDWARE (Middx).—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Austin retail dealers.
EDINBURGH, 3.—Ingils Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Austin retail dealers.
ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. Ely 2981. Austin main dealers.
ENFIELD.—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd. Tel. Howard 1631. Austin dealers.
ENFIELD (Middx).—Walters (Motors), Ltd., 356, High St. Ponders End. Tel. Howard 1646. Austin stockists.
ENFIELD (Middx).—L. A. & C. Wyman, Ltd., Central Garage, 126-132, Chase Side, Enfield 2992. Retail dealers.
EPSOM (Surrey).—H. P. Edwards & Co. Ltd., 28, 50, Upper High St. Tel. Epsom 9400. Retail dealers.
EPSOM (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epsom 9891/2/3. Austin retail dealers.
ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Esherbrook 3000. Austin retail dealers.
EVERCREECH (Somerset).—R. Whitehead & Son. Tel. Evercreech 395. Austin dealers.
EXETER.—P. Pike & Co., Ltd. Aliphington St. Tel. 3031. Austin distributors.
FAREHAM (Hants).—E. J. Hinkman & Son, Ltd., West St. Tel. Fareham 2279. Austin main dealers.

AUSTIN—Continued

FOREST GATE, E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd. Grange Road 0027/8/9. Dealers.
GREAT YARMOUTH.—Toby Motors, Ltd., Regent Rd. Tel. 5275/4. Austin main dealers.
HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Austin retail dealers.
HENLEY-ON-THAMES.—Rolle's Garage, Station Rd. Tel. Henley-on-Thames 186. Austin main dealers.
HERTFORD.—Alfred E. Neale & Son, Ltd., Austin House, London Rd. Hertford 2561. Area main dealers.
HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Uxbridge 412 & 2296. Retail dealers.
HINDHEAD (Surrey).—Hindhead Motor Works, Ltd., Tel. 563. Austin area dealers.
HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205. Dealers.
HOLMFIRTH (Yorks).—G. W. Castle, Ltd., Huddersfield Rd. Tel. Holmfirth 576. Austin dealers.
HORSHAM (Sussex).—Jackson Bros. (Horsham), Ltd., London Rd. Tel. Horsham 1111/3. Austin main dealers.
KENDAL.—Todd & Leggett, Ltd., Lakeland Garage. Tel. Kendal 566. Austin main dealers.
KESTON (Kent).—White House Garage, Keston Park. Tel. Farnborough 543. Austin agents.
KETTERING.—The Central Motor Co. 1919 (Kettering), Ltd., Dalkeigh Place. Kettering 2231 (3 lines). Main dealers.
KINGSTON-ON-THAMES.—Lankaster Engineering Co., Ltd., 39-43, Eden St. Tel. Kin. 3151/4. Austin main dealers.
LAMBERHURST (Kent).—F. J. Avars & Co., High St. Strat. Garage. Tel. Lamberhurst 217. Austin retail dealers.
LEICESTER.—Palmer & Ward, Ltd., Roundhill Garage, Stoughton Drive North. Tel. 36586. Austin retail dealers.
LEIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 50-52, Woodfield Rd. Tel. Leigh-on-Sea 76120. Austin stockists dealers.
EIGHTON BUZZARD (Beds).—St. Christopher's Garage, Ltd. Tel. Leighton Buzzard 3252. Austin dealers.
LIVERPOOL, 1.—Voss Motors, Ltd., 42-44, Renshaw St. Tel. Royal 5683. Distributors & main dealers.
LANDRINDOD WELLS.—The Automobile Palace, Ltd. Tel. 2216/7/8. Austin distributors.
LOCKERBIE (Dumfriesshire).—Rogerson & Jamieson, 25-25, High St. Tel. Lockerbie 13. Austin retail dealers.
LONDON, W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/2/3. Retail dealers.
LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Tel. Mayfair 0402/3. Retail dealers.
LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 3506-7. Retail dealers.
LONDON, W.1.—Kevin-Davies & March, Ltd., 41-42, H.A.'s News, Berkeley Sq. Oro. 2563. Retail dealers.
LONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Austin retail dealers.
LONDON, W.1.—Oxford & Sons, Ltd., 67, George St. Tel. Welbeck 6899. Austin agents.
LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.
LONDON, W.5.—Whitby of Acton, 275, The Vale, Acton. Tel. Shepherds Bush 5555. Austin dealers.
LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.
LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Eal. 4727/9. Austin dealers.
LONDON, W.6.—Normand, Ltd., 405, King St., 2, Hammer Smith. Tel. Riverside 3665/6. Austin retail dealers.
LONDON, W.14.—Drayson Motors, Ltd., 1a, Hammer Smith Rd. Tel. Fulham 3435. 100% Austin agents.
LONDON, W.14.—Smith & Hunter, Ltd., 376-378, Kensington High St. Western 2512 & 6417. Agents.
LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 2760. Austin retail dealers.
LONDON, N.W.3.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Austin retail dealers.
LONDON, N.W.3.—McNeil's Motors, Ltd., 126, Haverstock Hill. Tel. Primrose 5435. Austin agents.
LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon. 1145/6 & 1181/2. Retail dealer.
LONDON, N.W.6.—Turner & Savage, Ltd., 140, Wilkes Rd. Tel. Kilburn 361. Tel. Maida Vale 4861. Dealers.
LONDON, N.W.7.—Ferguson & Curtis, Ltd., Parkside Garage Mill Hill. Tel. Mill 1922. Retail dealers.
LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4465. Retail dealers.
LONDON, N.W.10.—Ace Service Station (London), Ltd., London Circular Rd. Tel. Ely 5585/9. Austin agents.
LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortia Green. Tel. Tudor 2291/3. Austin retail dealers.
LONDON, N.3.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley. Fin. 6236/6. Retail dealers.
LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Tel. Mountview 2255. Austin retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

AUSTIN—Continued

LONDON, N.12—H. A. Saunders, Ltd., 836-842, High Rd. Tel. Hillside 5272 (9 lines). Austin distributors.

LONDON, N.16—Hunter Motors, Ltd., 87, Stoke Newington Rd. Tel. Clissold 0051 (4 lines). Austin agents.

LONDON, N.21—Winchmore Hill Garage, Ltd., 804-8 Green Lanes. Tel. Laburnum 5961. Austin dealers.

LONDON, E.6—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Tel. Grangewood 2935. Dealers.

LONDON, E.6—Traynor Motors, Ltd., 135-5, High St., South, East Ham. Grangewood 2530. Austin agents.

LONDON, E.7—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 5464. Austin dealers.

LONDON, E.11—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Austin stockist dealers.

LONDON, S.E.5—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 5021 & 5259. Retail dealers.

LONDON, S.E.12—Bellamy's (London), Ltd., 2, Burnt Ash Hill. Tel. Lee Green 4821/2. Retail dealer.

LONDON, S.E.12—Cliffons Service Station, Ltd., 59, Sidcup Rd., Lee. Eitham 3801/2. Austin main dealers.

LONDON, S.E.20—Harold G. Cole & Co., 63, Croydon Rd., Penge. Sydenham 5112 & 4627. Dealers.

LONDON, S.E.21—Charles H. Pickup, Ltd., 25, Dulwich Village, Tel. Gipsy Hill 0083. Retail dealers.

LONDON, S.E.25—Seager & Co., 175, Perry Vale, Forest Hill 1838. Austin retail dealers and service.

LONDON, S.E.25—Tittler & Hillier, Ltd., 100, Woodvale, Forest Hill. Tel. For. 2432. Retail dealers.

LONDON, S.E.24—George Osborne, Ltd., Herne Hill Rd., Tel. Brixton 2087/8/9. Austin retail dealers.

LONDON, S.W.2—Rose & Young, Ltd., 65-9, St. John's Avenue, Streatham Hill. Tel. Tulse Hill 6464. Austin agents.

LONDON, S.W.3—J. Corydon, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Austin retailers.

LONDON, S.W.6—Tanner Bros. Motors, Ltd., 873, Fulham Rd., Fulham. Tel. Remond 4494. Area dealers.

LONDON, S.W.7—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Tel. 3333. Retail dealers.

LONDON, S.W.7—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477/8. Retail dealers.

LONDON, S.W.7—Rawlins Bros., Ltd., 87, Cromwell Rd., Tel. Froisher 6161 (10 lines). Austin agents.

LONDON, S.W.9—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton. Tel. Brixton 4011. Retail dealers.

LONDON, S.W.12—H. W. H. Engineering Co., Ltd., Beechline Garage, 39, Nightingale Lane, Bat. 4051. Retail dealers.

LONDON, S.W.15—Robbins of Putney, 96-98 Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

LONDON, S.W.15—K.L. Service Station, Kington Vale. Tel. Kingston 8353. Austin retail dealers.

MACCLESFIELD (Cheshire)—W. H. Hyde, Ltd., Holton St., Tel. 2457. Austin distributors.

MAIDSTONE—Anstey, Ltd., Stone St., Tel. Maidstone 4272 (4 lines). Austin agents.

NORTHWOOD (Middlesex)—Collier-Fisher, Ltd., Station Parade, Tel. Northwood 777. Austin retail dealers.

NUNEATON—Abbey Service Garage, Church St., Tel. Nuneaton 2969. Austin retail dealers.

ORPINGTON (Kent)—Burton & Deakin, Ltd., Tel. 7622 (3 lines). Austin agents.

PRESTON—Ramsay (Preston), Ltd., Austin House, Tel. 3386. Austin main dealers.

PETERBOROUGH—Marshall's (Cambridge), Ltd., 63, Bridge St., Tel. 4641/2/3. Austin distributors.

POTTERS BARR (Middx.)—Ralph Davis, Ltd., Stanhope Garage, Hatfield Rd., Tel. 2371. Austin stocking dealers.

PRESTON (Lanes)—Dunderdale & Yates, Ltd., Austin House, Fishergate Tel. Preston 5076/7. Austin main dealers.

REDHILL (Surrey)—John Chalmers & Sons, Ltd., Station Approach, Tel. Redhill 3931/4. Austin main dealers.

ROCHESTER (Kent)—Lloyd's Garage, High St., Tel. Chatham 2048. Austin retail dealers.

ROTHERHAM—J. Clayton & Sons, Westgate, Tel. Rotherham 3656. 100% Austin dealers.

ROYSTON (Herts)—Loesdon's Garage, Ltd., Tel. Royston 2261/2. Austin dealers.

SALISBURY (Wilt.)—W. Goddard & Co., Ltd., 41-45, Winchester St., Tel. 2292/3. Austin distributors.

SILCHESTER—Mr. Reading—Lovegrove & Lovegrove, Ltd., Tel. Silchester 208. Austin agents.

SLOUGH (Bucks)—W. J. Sands & Sons, Ltd., High St., Burnham Bucks. Burnham 1064. Main agents.

SMETHWICK (Staffs.)—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1159/9. Austin retail dealers.

SMETHWICK—Ken Wharton, Hume St. & Bearwood Rd., Tel. Sme 0613 & Bea 1325. Distributors.

SOUTHEAST-ON-SEA—W. Price (Motors), Ltd., 763, Southchurch Rd., Tel. Southend 67584. Austin retail dealers.

SOUTH NORWOOD—Da.11 Kennedy (Engineers), Ltd., 71, Selhurst Rd., Tel. Livingstone 1035. Austin retail dealers.

AUSTIN—Continued

STAINES Bridge (Middlesex)—Dobson's (Staines), Ltd., Tel. Staines 801. Austin area dealers.

ST. ALBANS (Herts)—W. M. Couper, Ltd., Catherine St. Tel. 4343. Austin main agents.

SUNDERLAND—R. & J. Smith, Pallion Road Garage, Tel. 3503. Austin retail dealers.

SUTTON (Surrey)—William Leeding & Sons, Ltd., 111, High St., Tel. Vigilant 7694. Austin agents.

SWINDON (Wilts)—Steels (Swindon), Ltd., Drove Rd. Tel. Swindon 4035 (2 lines). Austin distributors.

TAUNTON—The Taunton Motor Co., Ltd., 54-55, East St., Tel. 2051/2. Austin distributors.

THERFORD (Norfolk)—W. & G. Lambert, Ltd., Castle St. and Norwich Rd. Tel. 2217. Austin dealers.

THEYDON BOIS (Essex)—Wood & Kralling, High Rd. Tel. Theydon Bois 2254. Austin dealers.

TOLWORTH (Surrey)—Blue Star Garage, The Broadway, Tel. Elmbridge 0049. Austin retail dealers.

TRURO (Cornwall)—H.T.P. Motors, Ltd., Tel. Truro 2581/2. Austin main dealers.

TWICKENHAM (Middlesex)—Spinks (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035. Austin retail dealers.

WALLINGTON (Surrey)—Kirkway, Ltd., 166, Stafford Rd., Tel. Wallington 2000/1. Austin distributors.

WEALDSTONE (Middlesex)—G. & C. Motor Garage, Ltd., Canning Rd., Tel. Harrow 5452/3. Austin retail dealers.

WEMBLEY (Middlesex)—Mantrou Motors, Ltd., Tel. Wembley 2636 & 4445. Austin dealers.

WESTCLIFF-ON-SEA (Essex)—Southend Motor & Aero Co., Ltd., 648-656, London Rd. Southend 45222. Distributors.

WEST HARTLEPOOL—Leeming Garages, Ltd., Hart Lane, Tel. Hartlepool 3264. Austin main dealers.

WEYBRIDGE (Surrey)—Weybridge Automobile, Ltd., Queen's Rd., Tel. Weybridge 253. Austin main dealers.

WIGAN (Lancs)—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Austin dealers.

WORKING—Ingram Motor Co., Hermitage Rd. St. Johns. Tel. Brookwood 2324. Austin stockists.

BENTLEY

BEDFORD—Market Bros., Ltd., 5, High St. Tel. 66322. Bentley main agents.

GRIMSBY—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5489/9. Bentley special retailers.

LONDON, W.1—Jack Barclay, Ltd., Berkeley Sq., Tel. Mayfair 7444. Bentley retailers.

LONDON, W.1—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens. Regent 7687. Officially appointed retailers.

LONDON, W.1—Jack Oding & Co., Ltd., Audley House, North Audley St., Mayfair 5242. Retail dealers.

LONDON, S.W.7—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Tel. Kensington 9477. Official Bentley specialists.

MANCHESTER, 19-A, Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2674/5. Bentley retail dealers.

SOUTH KENSINGTON, London S.W.7—Radford & Co., Ltd., Melton Court, Kensington 6642. Specialists.

ST. ALBANS (Herts)—W. M. Couper, Ltd., Catherine St. Tel. 4343. Bentley special retailers.

WEYBRIDGE (Surrey)—Weybridge Automobile, Ltd., Queen's Rd. Tel. Weybridge 253. Bentley special retailers.

YORK—Robert B. Massey & Co., Ltd., High St., Market Weighton, Tel. 5115 (5 lines). special retailer.

B.M.W.

ISLEWORTH—A.F.N., Ltd., Falcon Works, London Rd. Tel. Hou. 0011. B.M.W. sole concessionaires.

BRISTOL

CATERHAM Hill (Surrey)—Anthony Crook Motors, Ltd., Tel. Caterham 2252/3. Bristol distributors.

EDINBURGH, 5—Ingalls Automobiles, Ltd., 64-78, Pitt St., Tel. Edinburgh 26287. Bristol distributors.

GLASGOW, C.3—James H. Galt, Ltd., 52, Woodlands Rd., Tel. Douglas 7598. Distributors for Scotland.

ISLEWORTH—A.F.N., Ltd., Falcon Works, London Rd. Tel. Hou. 0011. Bristol distributors.

LEEDS, 1—H. R. Martindale, Ltd., 14, Harrison St., Leeds 20114/5/6. Bristol distributors.

LONDON, W.1—Kevill Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2563. Retail dealers.

BUICK

LONDON, W.1—Lendrum & Hartman, Ltd., 268, Albemarle St., Piccadilly. Tel. Hyde Park 7121. Distributors.

CADILLAC

LONDON, W.1—Lendrum & Hartman, Ltd., 268, Albemarle St., Piccadilly. Tel. Hyde Park 7121. Distributors.

CHRYSLER

ENFIELD (Middx.)—Walters (Motors), Ltd., 256, High St., Ponders End. Tel. Howard 1646. Chrysler distributors.

LEEDS, 7 (Yorks)—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Chrysler distributors.

CITROEN

BATH—Widombe Garages, Ltd., Pultney Rd. Tel. Bath 4863. Citroen distributors.

CHESTER—Godfrey Houghton, Ltd., 38, City Rd. Tel. 24818. Citroen distributors.

COLNE (Lancs.)—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404. Citroen distributors.

DOGBASTON—Hunt's (Birmingham), Ltd., 197-199, Hasley Rd. Edg. 2921 (3 lines). Works—Parker St. Retail dealers.

EPSON (Surrey)—Wilson's Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epson 3901. Distributors.

ESHER—E.F.S. Motors, Ltd., Kingston By-Paris Rd. Tel. Emberbrook 5000. Citroen distributors.

GRIMSBY—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5489/9. Citroen distributors.

GUILDFORD—Coombs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62907 (3 lines). Citroen main agents.

HINDHEAD (Surrey)—Hindhead Motor Works, Ltd., Tel. 663. Citroen area dealers.

IPSWICH—McNamara Motors, Ltd., St. Helen's St., Tel. Ipswich 3775/6. Citroen distributors.

LEEDS, 7 (Yorks)—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Citroen distributors.

LIVERPOOL—H. Woodward & Son, Ltd., Altcar Works, Formby, Tel. Formby 630. Citroen distributors.

LONDON, W.11—John S. Truscott, Ltd., 175, Westbourne Grove, Tel. Bayswater 4274. Citroen stocking dealers.

LONDON, N.W.3—Blue Star Garages, Ltd., 35, High St., Hampstead. Hampstead 8081. Retail dealers.

LONDON, N.W.3—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6154 & 4485. Citroen distributors.

LONDON, N.W.10—Ace Service Station (London), Ltd., North Circular Rd. Ekg. 5535/9. Citroen main dealers.

LONDON, E.7—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 5464. Citroen distributors.

LONDON, E.W.15—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

MANCHESTER, 15—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1515/4. Retail dealers.

NEWBURY—Green & Whitecup, Northbrook St. Tel. Newbury 251. Citroen distributors.

NEW SOUTHGATE, N.11—The Boves Road Garage & Engg. Co., Ltd., 188, Boves Rd. Boves Park 2284. Distributors.

NORWICH—John L. Pointer, The Garage Aylsham Rd. Tel. Norwich 20054. Citroen distributors.

SHREWSBURY—Gatensbury Bros., Ltd., Column Garage, Tel. Shrewsbury 6272. Citroen distributors.

ST. ALBANS (Herts)—W. M. Couper, Ltd., Catherine St. Tel. 4343. Citroen distributors.

WOODFORD GREEN (Essex)—Woodford Car Mart, Woodford New Rd. Tel. Buckhurst 0017. Citroen distributors.

DAIMLER

BRADFORD—Charles Sidney, Ltd., 59, Weolgate, Tel. Bradford 22884. Daimler main dealers.

BRIDGWATER—W. E. Challice, Ltd., Cannington, Tel. Comstock 228. Daimler main agents.

DORKING (Surrey)—Dorking Motor Co., Ltd., Regate Rd. Tel. Dorking 2256 (3 lines). Daimler distributors.

KINGSTON-ON-THAMES (Surrey)—G. W. Wilkin, Ltd., 1, Weston Park, Tel. Kingston 2241/2. Daimler dealers.

LONDON, W.1—Strattons, Ltd., 40, Berkeley St., Tel. Mayfair 4404. Daimler distributors.

MANCHESTER, 19-A, Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2674/5. Daimler retail dealers.

MANFIELD (Notts)—James Windsor & Son (Manfield), Ltd., Nottingham Rd. Tel. 2401/2. Daimler main dealers.

SHEFFIELD, 1—Central Motors (Sheffield), Ltd., 3, Bailey Lane. Tel. Sheffield 22896 & 22625. Main dealers.

ST. ALBANS (Herts)—Maribor Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590. Distributors.

SUTTON (Surrey)—William Leeding & Sons, Ltd., 111, High St., Tel. Vigilant 7694. Daimler agents.

TUNBRIDGE WELLS—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tun Wells 1425. Distributors.

WEYBRIDGE (Surrey)—Weybridge Automobiles, Ltd., Queen's Rd. Tel. Weybridge 253. Daimler distributors.

WIGAN (Lancs)—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3551. Daimler dealers.

YORK—Micklegate Motor Co., Ltd., Micklegate Bar (Within) Tel. 2386. Daimler area dealers.

DELOV

LONDON, S.E.22—The Gordon Garage (Dulwich), Ltd., 33, 35, East Dulwich Rd. New Cross 2456. Distributors.

DODGE

LEEDS, 7 (Yorks)—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 45405. Dodge distributors.

LONDON, S.W.12—J. A. Mitchell (Motors), Ltd., 1, Balham High Rd. Tel. Balham 7254 (3 lines). Distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

FORD

ALPERTON (Middx.)—Dagenham Motors, Ltd., 574, Ealing Rd., Tel. Perivale 3596. Ford main dealers.

BANBURY (Oxon.)—Young's Service Garage, Warwick Rd., Tel. Banbury 2195. Ford main dealer.

BARKING—Barking Garage & Engineering Co., Ltd., Woking Rd., Ripleyway 0553 (5 lines). Ford retail dealers.

BIRMINGHAM 5.—Bristol Street Motors, Ltd., 164-162, Bristol St., Tel. Midland 5661/4. Ford main dealers.

BOURNEMOUTH—P. English, Ltd., 58, Poole Hill, Tel. Bournemouth 5650. Ford distributors.

BOURNEMOUTH (Hants.)—Handy Bros., Ltd., Palmerston Rd., Bournemouth, Tel. Boscombe 34265. Ford main dealers.

BRENTFORD (Essex.)—J. P. Hensmans, Ltd., Brook St., Tel. Brentwood 1540. Ford main dealers.

BROMLEY (Kent.)—Soans & Dunn, Ltd., Masons Hill, Tel. Ravensbourne 4664. Ford main dealers.

CANTERBURY (Kent.)—The Invicta Motor Eng. Works, Ltd., 23, Lower Bridge St., Tel. 5151/2/3. Main dealer.

CARLISLE—County Garage Co., Ltd., Lowther St., Tel. Carlisle 24254/5/6. Ford main dealers.

CARMARTHEN—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage, Tel. Carmarthen 482/3. Ford main agents.

CATERHAM HILL (Surrey.)—Anthony Crook Motors, Ltd., Tel. Caterham 2232/5. Ford retailer.

CHATHAM (Kent.)—The Brook Garage, 315-8, High St. and The Brook, Chatham 5201. Main dealers.

CHELTENHAM—Victory Motor Co. (Cheltenham), Ltd., 42-50, Winchcombe St., Tel. 5105/6/7. Ford main dealers.

CHESHAM (Bucks.)—C. Catling, 20, High St., Tel. Chesham 136. Ford retail dealer.

COCKFOSTER (Herts.)—Broadfield Garage & Engineering Co., Ltd., Standard House, Tel. Barnet 7501. Retail dealers.

CONSETT (Co. Durham.)—Atkinson & Brown, Plaza Buildings, Tel. Consett 137. Ford main dealers.

COVENTRY—P. Blamire Queen's Road Garage, Tel. Coventry 5424. Ford retail dealers.

CROYDON (Surrey.)—Hubert Dees, Ltd., 15-19, Brighton Rd., Tel. Croydon 6011. Ford main dealers.

CROYDON (Surrey.)—Kentish & Thompson, Ltd., 561-566, Wickham Rd., Shirley, Springfield 3477. Retail dealer.

DENHAM (Bucks.)—Denham Service Station, Ltd., Tel. Denham 2266. Ford agents.

DORKING (Surrey.)—F. W. Mays & Co., Ltd., 105, South St., Tel. 2244. Ford area dealers.

ENFIELD (Middx.)—Cheside Motor Co., Ltd., 220, Great Cambridge Rd., Enfield 3456 (4 lines). Retail dealers.

FOLKESTONE (Kent.)—P. H. Peacock, Ltd., 104, Ford Rd., Tel. Folkestone 51222. Ford main dealers.

GLASGOW 8.1.—Wylie's of Glasgow, Ltd., 370, G. Pollock Rd., Tel. Pollok 2212/3/4/5. Main dealers.

GLOUCESTER—Taylors (Gloucester), Ltd., Worcester St., Tel. Gloucester 22228/9. Ford main dealers.

GOSPORT (Hants.)—Erskine Motors, 72-82, Stake Rd., Tel. Gosport 89141/2. Ford retail dealer.

GRAVESEND (Kent.)—Gravesend Motors, Ltd., Pelham Rd., Tel. Gravesend 4234/5. Ford retailers.

HAMPSTEAD N.W.3.—Rowland Smith (Motors), Ltd., High St., Tel. Hampstead 6041. Ford retail dealers.

HARROGATE (Yorks.)—Harrogate Motors, Ltd., Spa Garage, Tel. 4022 (4 lines). Ford main dealers.

HARROW (Middx.)—Blue Star Garage, Alexandra Ave., Rayners Lane, Tel. Pinner 3854. Ford retail dealers.

HASTINGS—J. Hollingsworth, Ltd., Braybrooke Rd., Tel. 2727. Ford main dealers.

HAMSWORTH (Yorks.)—J. J. Tait, Ltd., Barnsley Rd., Tel. Hamsworth 6. Ford main dealers.

HINDHEAD (Surrey.)—Hindhead Motor Works, Ltd., Tel. Hindhead 665. Ford area dealers.

HOLMFIRTH (Yorks.)—G. W. Castle, Ltd., Huddersfield Rd., Tel. Holmfirth 676. Ford dealers.

HULL—Harbour Motors, Ltd., 172, Anlaby Rd., Tel. 15500. Ford main dealers.

KINGSTON-ON-THAMES (Surrey.)—Lamberts of Kingston, Ltd., 140 London Rd., Tel. 3171. Ford main dealers.

LEDS 7 (Yorks.)—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 43405. Ford retail dealers.

LEEDS 1.—H. R. Martindale, Ltd., 14, Harrison St., Tel. Leeds 20114/5/6. Ford retail dealers.

LEEDS 2.—Tate of Leeds, Ltd., New York Rd., Tel. 51281. Ford main dealers.

LEIGH-ON-SEA (Essex.)—Woodfield Garages, Ltd., 30-42, Woodfield Rd., Tel. Leigh 0/5 79120. Ford stockists dealers.

LEIGHTON BUZZARD (Herts.)—St. Christopher's Garages, Ltd., Tel. Leighton Buzzard 3252. Ford agents.

LONDON W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Hyde Park 4866. Ford main dealers.

LONDON W.1.—Herbert & Mills, Ltd., 75, Great Portland St., Tel. Langham 3506/7. Retail dealers.

LONDON W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Grs. 2563. Retail dealers.

LONDON W.1.—Badi Roy, Ltd., 161, Great Portland St., Tel. Langham 7733. Ford retail dealers.

FORD—Continued

LONDON W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Baywater, Baywater 9085/6. Retail dealers.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 5075. Retail dealers.

LONDON W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton, Acton 5224/5. Retail dealers.

LONDON W.3.—Whitby of Acton, 275, The Vale, Acton, Tel. Shepherds Bush 5355. Ford dealers.

LONDON W.4.—Buttont Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Retail dealers.

LONDON W.6.—Normand, Ltd., 405, King St., Ham-mersmith, Tel. Riverside 5665/6. Ford retail dealers.

LONDON W.11.—John S. Truscott, Ltd., 175, West-lourne Grove, Tel. Bayswater 4274. Ford stock-ing dealers.

LONDON N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St., Tel. Euston 5558/9. Retail dealers.

LONDON N.W.5.—Blue Star Garages, Ltd., 35, High St., Hampstead, Tel. Hampstead 6061. Retail dealer.

LONDON N.W.5.—W. T. Brown, Ltd., 359, Finchley Rd., Hampstead, Tel. Hampstead 4414, 1640. Main dealers.

LONDON N.W.5.—McNeill's Motors, Ltd., 126, Haver-stock Hill, Tel. Primrose 5435. Ford agents.

LONDON N.W.4.—Brent Cross Garage, Hendon Way, Hendon, Tel. Speedwell 1196. Ford retail dealers.

LONDON N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon 1145/6 & 1181/2. Retail dealer.

LONDON N.W.7.—Blue Star Garage, Watford Way, Mill Hill, Tel. Mill Hill 2277. Ford retail dealers.

LONDON N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill Mill Hill 4232. Appointed dealers.

LONDON N.W.9.—Blackbird Hill Garage, Ltd., Black-bird Hill, Kingsbury, Colindale 6154 & 4485. Retail dealer.

LONDON N.W.10.—Ace Service Station (London), Ltd., North Circular Rd., Tel. E1g. 5585/9. Ford agents.

LONDON N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden, Elgar 6256/7/8. Ford agents.

LONDON N.2.—Motourists (London), Ltd., East Finchley Station, Tel. Tudor 2501/2. Ford agents.

LONDON N.3.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley, Fin. 6236/8. Retail dealers.

LONDON N.6.—Gatehouse Motors, Ltd., 1, Hamp-stead Lane, Highgate, Tel. Mou. 4444. Ford retail dealers.

LONDON N.12.—W. Harold Perry, Ltd., Invicta Works, North Finchley, Tel. Hillside 4444. Main dealer.

LONDON N.16.—Wood & Lambert, Ltd., 49, Stamford Hill, Tel. Stamford Hill 3454. Main dealers.

LONDON E.6.—N.erman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham, Tel. Grangeview 2933. Dealers.

LONDON E.6.—Traynor Motors, Ltd., 135-5, High St. South, East Ham, Grangeview 2530. Ford agents.

LONDON E.11.—A. W. Story (Motors), Ltd., 685, High Rd., Leytonstone, Tel. 6671/2. Ford stockist dealers.

LONDON E.18.—Frank G. Gates, Ltd., 79, High Rd., Woodford, Tel. Wanstead 2235. Main dealers.

LONDON S.E.1.—Dispatch Motor Co., Ltd., 114, Southwark Bridge Rd., Tel. Waterloo 5881. Main dealer.

LONDON S.E.5.—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd., Tel. Rodney 3021/2329. Retail dealers.

LONDON S.E.6.—Dagenham Motors, Ltd., 6, Sangley Rd., Catford, Tel. Hither Green 4821. Ford main dealers.

LONDON S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill, Tel. Lee Green 4821/2. Retail dealer.

LONDON S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-55, East Dulwich Rd., New Cross 2456/5704. Sub-dealers.

LONDON S.E.25.—Tipton & Hillier, Ltd., 100, Wood-vaie, Forest Hill, Tel. For. 2452. Retail dealers.

LONDON S.W.3.—J. Corydon, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Ford retailers.

LONDON S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Fremantle 6375 (5 lines). Retail dealers.

LONDON S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd., Tel. Fremantle 8401. Ford retail dealers.

LONDON S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Tel. Renown 1185. Retail dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington, Fre. 3333. Retail dealers.

LONDON S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd., Tel. Macaulay 3363/4. Ford retail dealers.

LONDON S.W.9.—Wilson's Automobiles & Coach-works, Ltd., Trinity Gdns., Brixton, Tel. Brixton 4011. Retail dealers.

LONDON S.W.12.—H. W. H. Engineering Co., Ltd., Beechholme Garage, 39, Nightingale Lane, Bat. 4051. Retail dealers.

LONDON S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (5 lines). Retail dealers.

LONDON S.W.17.—P. H. Peacock, Ltd., 219, Balham High Rd., Tel. Balham 4401. Ford main dealer.

FORD—Continued

LONDON S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High St., Tel. Vandyke 4433. Main dealers.

LONDON S.W.19.—Coles Garages, Worples Rd., Wimbledon, Tel. Wimbledon 0195/6. Ford retail dealers.

LUTON—The Luton Motor Company, Ltd., 326-340, Dunstable Rd., Tel. Luton 3715. Ford main dealers.

MAIDSTONE—Haynes Bros., Ltd., Ashford Rd., Tel. Maidstone 2239. Ford main dealers.

MANCHESTER 7.—H. E. Nunn & Co., Ltd., 282, Bury New Rd., Tel. Broughton 2201. Distributors.

MANFIELD (Notts.)—James Windsor & Son (Mane-field), Ltd., Nottingham Rd., Tel. 2401/2. Ford stockist dealers.

MARGATE (Kent.)—The Invicta Motor Eng. Works, Ltd., Empire Garage, Easton Rd., Thanet 21505. Main dealers.

NEWTON ABBOT—Mid-Devon Garage, Ltd., Tel. Newton Abbot 1702/5. Ford main dealers.

PONTEFRAC (Yorks.)—South Yorkshire Motors, Ltd., Corn Market, Tel. Pontefract 424/5. Ford main dealers.

POTTERS BAR (Middx.)—Bipe Star Garage, High St., Tel. Potters Bar 3205. Ford retail dealers.

POTTERS BAR (Middx.)—Ralph Davis, Ltd., Stan-hope Garage, Hatfield Rd., Tel. 2371. Ford stock-ing dealers.

READING (Berks.)—Gowings, Ltd., 6 & 8, London Rd., Tel. Reading 2073. Ford main dealers.

REDHILL (Surrey.)—John Chalmers & Sons, Ltd., High St., Tel. Redhill 3931/4. Ford main dealers.

SEVENOAKS (Kent.)—Sennock Engineering Co., Ltd., The Vine, Tel. 2541/2. Ford main dealers.

SIDCUP (Kent.)—Hubert Dees, Ltd., Sidcup By-pass, Tel. Footscray 1244. Ford main dealers.

SMETHWICK—Ken Wharton, Hume St. & Bear-wood Rd., Tel. Sme. 0613 & Bae. 1525. Retail dealer.

SOUTHAMPTON—Perry Hendy, Ltd., Vincent's Walk, Pound Tree Rd., Tel. Southampton 2112 (3 lines). Main dealers.

SOUTH KENSINGTON (London), S.W.7.—Harold Radford & Co., Ltd., Meiton Court, Kensington 6642. Retail dealers.

SOUTHSEA—Lennox Motor Co., Ltd., Grove Road, Sou h. Tel. Portsmouth 74157. Ford main dealers.

STAINES—Crimble of Staines, 10, Kingston Rd., Tel. Staines 1143. Ford main dealers.

ST ALBANS (Herts.)—Verulam Motor Co., Ltd., London Rd., Tel. 3396/7. Ford main dealers.

ST. HELIER (Jersey, C.I.)—La Motte Garages, Ltd., 33/35, La Motte St., Central 408 & 3076. Main dealers.

TRETFORD (Northfolk.)—W. & G. Lambert, Ltd., Castle St. & Norwich Rd., Tel. 2717. Ford dealers.

TRURO (Cornwall.)—Turro Garages, Ltd., Lemon Quay, Tel. 2335. Ford main dealers.

TUNBRIDGE WELLS (Kent.)—Stormont Engineering Co., Ltd., 5, Mount Ephraim, Tel. 20525. Ford main dealers.

WAKEFIELD (Yorks.)—South Yorkshire Motors, Ltd., Barnley Rd., Tel. Wakefield 3484/5. Ford main dealers.

WEALDSTONE (Middx.)—W. Harold Perry, Ltd., Station Bridge, Tel. Harrow 1051/2. Ford main dealers.

WELLING (Kent.)—Blue Star Garage, 132, Park View Rd., Tel. Bexleyheath 5678. Ford retail dealers.

WEMBLEY (Middx.)—Blue Star Garage, Watford Rd., Tel. Arn. 7740. Ford retail dealers.

WEMBLEY (Middx.)—Montrose Motors, Ltd., Tel. Wembley 2636-4445. Ford dealers.

WEST MEKESE (Essex.)—Underwoods Garage & Kingsland Rd., Tel. West Mersea 322. Ford dealers.

WESTON-SUPER-MARE—Grove Park Garage, Ltd., Lower Bristol Rd., Weston-super-Mare 17, 2261. Main dealers.

WINCHESTER—Hodgkiss Motor Works, Ltd., Hyde St., Tel. 4797. Ford main dealers.

WITHAM (Essex.)—Witham Motor Co. (Essex), Ltd., West End Works, Tel. Witham 5560. Ford agents.

WOLVERHAMPTON—B. Billingham, Ltd., Cleveland St., Tel. Wolverhampton 2052. Ford main dealers.

FRAZER NASH

ISLEWORTH—A.P.N. Ltd., Falcon Works, London Rd., Tel. Hou. 0911. Frazer Nash manufacturers.

HILLMAN

ALDERSHOT (Hants.)—H. A. Charter, Esq., Station Rd., Tel. Aldershot 1246/7. Hillman main dealers.

ANDOVER (Hants.)—Bartley & Co., Salisbury Rd., Tel. Andover 2136. Hillman dealers.

AYLESBURY (Bucks.)—The Bucks Motor Co., Ltd., 40, Western St., Tel. Aylesbury 164/165. Hillman dealers.

BANSTEAD (Surrey.)—Prospect Garage (Banstead), Ltd., Brighton Rd., Tel. Burgh Heath 2202/3. Hillman retail dealers.

BARKING (Essex.)—Albion's Garage, Ltd., 105-7, Longbridge Rd., Ripleyway 1285 & 0180. Area Hill-man sub-dealer.

BARNET (Herts.)—Hadley Green Garages, Ltd., 202, High St., Tel. Barnet 0332 & 0910. Dealers.

BOSTON (Lincs.)—E. G. Stanwell & Sons, Ltd., West St., Tel. 3667/8. Hillman retail dealers.

BOURNEMOUTH—Geo. Bartwell Ltd., Holdenhurst Rd., Tel. B'mouth 4161. Hillman distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

HILLMAN—Continued

BRENTFORD (Middx.)—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Ealing 3400 (7 lines). Official retailers.

BRIGHTON—Seymour, 195, Preston Rd. Tel. Brighton 32530. Hillman retail dealers.

BRISTOL 1.—Cathedral Garage, Ltd., College Green. Tel. Bristol 20051. Hillman main distributors.

BROMLEY COMMON—Tudor Auto-Services, Ltd., Tudor Garage, Eastings Rd. Tel. Hurstway 1262. Main agents.

BROMSGROVE—H. J. Malins, Staple Hill Garage. Tel. Bromsgrove 2552. Hillman retail dealers.

BURY (Lancs.)—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3208/9. Hillman retail dealers.

CARLISLE—Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd. Tel. Carlisle 25177/25178. Hillman distributors.

CHELSTENHAM—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55591. Hillman distributors.

CROYDON (Surrey)—Manton Motors, Ltd., 25-27, 97-99, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

CROYDON—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 0716. Hillman retail dealers.

CROYDON—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 & 4652. Main dealers.

EDINBURGH 3.—Ingils Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26267. Hillman retail dealers.

EDINBURGH 3.—James Ross & Sons (Motors), Ltd., Lechrin, Tel. Fou. 1555/8. Hillman agents.

ELY (Cambs.)—Ely Service Motor Co., Ltd., Lynn Rd. Tel. Ely 2981. Hillman main dealer.

EPSOM (Surrey)—H. F. Edwards & Co., Ltd., 28, 50, Upper High St. Tel. Epsom 9400. Retail dealers.

ERITH (Kent)—North End Machinery & Motor Services, Ltd., North End Rd. Erith 5000. Main agents.

GAILINGAY (Cambs.)—W. J. Empson, West End Garage, Tel. Cambridge 236. Hillman dealers.

GLASGOW S.E.—James B. Rolinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3968. Hillman retail dealers.

GLOUCESTER—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081/3. Hillman distributors.

GREAT HARWOOD (Lancs.)—J. F. Nightingale, Ltd., Harwood Bar Garage, Tel. 3259. Hillman main dealers.

GRIMSBY—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Hillman dealers.

HALESOWEN (Worcs.)—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1655/6. Hillman area dealers.

HARROW (Middlesex)—Automobile & Aircraft Services, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

HATFIELD (Herts.)—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Hillman distributors.

HAVERFORDWEST (Pemb.)—James Parry, County Motors, Tel. Haverfordwest 122. Hillman retail dealers.

HAWKHURST (Kent)—Olivers Garage, Winchester Rd. Tel. Hawkhurst 2181. Hillman dealers.

HERTFORD—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Hillman distributors.

HIGH WYCOMBE (Bucks.)—Davenport Vernon & Co., Ltd., 51-2 & 54, High St. Tel. 2400 (5 lines). Distributors.

ISLEWORTH (Middx.)—B. N. White-Spunner, Ltd., 640-652, London Rd., Isleworth 2552-2554/2151. Main dealers.

KINGSTON-UPON-THAMES—H. Taylor & Co., 155-7, London Rd., Kingston 1263. Hillman main dealers.

LEE-ON-SOULENT (Hants.)—Smith Bros. (Lee-on-Solent), Ltd., High St. Tel. 79265. Hillman dealers.

LEICESTER—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. Leicester 22945. Hillman retail dealers.

LINGFIELD (Surrey)—Plaistow Garages, Ltd. Tel. 120. Hillman agents.

LIVERPOOL—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 630. Hillman retail dealers.

LONDON W.3.—Metropolitan Motors, 152-196, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Retail dealers.

LONDON W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 3665/6. Hillman retail dealers.

LONDON N.W.1.—Blue Star Garage, 128a, Camden Rd. Tel. Gulliver 5028. Hillman retail dealers.

LONDON N.W.4.—Hendon Central Garage, Ltd., Watford Way, Hendon Central. Tel. Hendon 6084/5. Retail dealers.

LONDON E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Silverthorne 1820/1. Main dealers.

LONDON E.8.—Leigh & Botfield, Ltd., 24, London Lane, Tel. Amherst 6116. Stocking dealers.

LONDON S.E.15.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Humber retail dealers.

LONDON S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Distributors.

LONDON S.W.5.—J. Corydon, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Hillman retailers.

HILLMAN—Continued

LONDON S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Tel. Renown 1185. Retail dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3555. Retail dealers.

LONDON S.W.12.—Nightingale Engineering Co., Ltd., 2195, Western Lane, Nightingale Lane. Tel. Battersea 2195. Retail dealers.

MAIDENHEAD—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5451/2. Hillman main dealers.

MAIDENHEAD—Sawford Garage, Braywick Tel. Maidenhead 724. Hillman retail dealers.

MALVERN (Worcs.)—Bowman & Acock, Ltd., Pickersleigh Garage, Worcester Rd. Tel. Malvern 262. Main agents.

MANCHESTER 15.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1543/4. Retail dealers.

NEWCASTLE-ON-TYNE—The Minorities Garages, N. Ltd., Jesmond Rd. Tel. Jesmond 2000. Hillman distributors.

NEWQUAY (Cornwall)—The Clock Garage (Cornwall), Ltd., Summercourt. Tel. Mitchell 252. Hillman retail dealers.

NORTHAMPTON—Arthur Mulliner, Ltd., Bridge St. Tel. 507. Hillman distributors.

NORTH SHIELDS—Central Garage, Church Way. Tel. North Shields 2486. Hillman area dealers.

PETERBOROUGH—Clarke Bros. Services, Ltd., Crowthorne Garages. Tel. Peterborough 5556. Hillman distributors.

PETERSFIELD (Hants.)—F.M.A., Ltd., Ramhill Garage, Ramhill. Tel. Petersfield 196. Hillman distributors.

PETTS WOOD (Kent)—Dunstonian Garage, Station Garage, Tel. Orpington 889. Hillman main dealers.

ROCHDALE (Lancs.)—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 5151. Hillman main dealers.

ROMSEY—B. A. Rolfe & Sons, Ltd., Tel. Romsey 5185/5186/5187. Hillman main dealers.

SHEFFIELD 1.—Central Motors (Sheffield), Ltd., Bailey Lane. Tel. Sheffield 22898 & 22625. Retail dealers.

SHEFFIELD 1.—J. Gilder & Co., Ltd., 16, Cambridge St. Tel. 26598/9. Hillman retail dealers.

SMETHWICK—Ken Wharton, Hume St. & Bearwood Rd. Tel. Sme. 0613 & B. 1525. Distributor.

SOUTH KENSINGTON—London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealers.

SOUTH SHIELDS—Town Hall Garage, Showrooms Charlotte Ter. Tel. 57 & 58. Hillman dealers.

SOUTHEND-ON-SEA—W. Price (Motors), Ltd., 765, Southchurch Rd. Tel. Southend 67394. Hillman retail dealers.

SOUTHSEA (Hants.)—F.M.A., Ltd., Tudor House, Grove Rd. South. Tel. Portsmouth 2166. Hillman distributors.

STAINES BRIDGE (Middlesex)—Dobson (Staines), Ltd., Tel. Staines 801. Hillman area dealers.

STOCKTON-ON-TEES—Wiggins Garage, Ltd., Norton Rd. Tel. 55257. Hillman dealers.

STOKE-ON-TRENT—Bailey's Garage, Ltd., Leek Rd. Hanley. Tel. Stoke-on-Trent 29671/2. Retail dealer.

STOURBRIDGE (Worcs.)—Halesowen Motor Works, Ltd., Lower High St. Tel. Stourbridge 57655. Hillman area dealers.

TRING—Arthur Gower & Son, Tring Motor Garage Western Rd. Tel. Tring 5027. Main dealers.

TRURO (Cornwall)—The Trufalgar Garage, Ltd., Trafalgar Sq. Tel. 2461. Hillman distributors.

TUNBRIDGE WELLS (Kent)—The St. John's Motor Co., Ltd., 62-64, St. Johns Rd. Tel. 30619. Stockist dealers.

WALLINGTON (Surrey)—McKinnon Motors, Ltd., Langham House, 5, Stafford Rd. Tel. Wallington 5404. Main dealers.

WARRINGTON—Percy Duckworth, Ltd., 43-48, Winwick St. Tel. Warrington 5656/7. Hillman main dealers.

WATTON (Norfolk)—L. A. Pilch, Wayland Garage, Tufford Rd. Tel. Watton 286. Hillman retail dealers.

WESTCLIFF-ON-SEA—Chalkwell Motor Co., Ltd., 694-696, London Rd. Tel. Leigh-on-Sea 75247. Retail dealers.

WEYBRIDGE (Surrey)—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1554. Area dealers.

WIGAN (Lancs.)—S. & R. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281/2. Hillman retail dealers.

WINCHESTER—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2598. Hillman distributors.

WINDSOR—Martins Garages, 103, St. Leonards Rd. Tel. Windsor 549. Hillman distributors.

WINSFORD (Cheshire)—Dickinson Bros., High St. Tel. Winsford 2241/2. Hillman main dealers.

WOKING (Surrey)—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1282. Hillman main dealers.

WOKINGHAM (Berks.)—The Wokingham Motor Co. (1955), Ltd., Finchampstead Rd. Tel. Wokingham 380. Retail dealers.

YORK—Lister & Edmund, Ltd., The Mount and Holgate Rd. Tel. York 5048. Hillman distributors.

HOTCHKISS

SOUTH KENSINGTON—London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Concessionaires.

H.R.G.

SOUTH KENSINGTON—London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Distributors.

HUMBER

ALDERSHOT (Hants.)—H. A. Charter, Esq., Station Rd. Tel. Aldershot 1246-7. Humber main dealers.

AYLESBURY (Bucks.)—The Bucks Motor Co., Ltd., Gt. Western St. Tel. Aylesbury 164 & 165. Humber dealers.

BARNET (Herts.)—Hadley Green Garages, Ltd., 202, High St. Tel. Barnet 0532 & 0910. Dealers.

BOSTON (Lincs.)—E. C. Stanwell & Sons, Ltd., West St. Tel. 5067/8. Humber retail dealer.

BOURNEMOUTH—Geo. Hartwell, Ltd., Holdenhurst Rd. Tel. Bournemouth 4161. Humber distributors.

BRENTFORD (Middx.)—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd. Ealing 3400 (7 lines). Official retailers.

BRISTOL 1.—Cathedral Garage, Ltd., College Green. Tel. Bristol 20051. Humber main distributors.

BROMLEY COMMON—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Main agents.

BURY (Lancs.)—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3208/9. Humber retail dealers.

CARLISLE—Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd. Tel. Carlisle 25177/25178. Humber distributors.

CHELSTENHAM—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55591. Humber distributors.

CROYDON (Surrey)—Manton Motors, Ltd., 25-27, 97-99, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

CROYDON—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 0716. Humber retail dealers.

CROYDON—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 & 4652. Main dealers.

EDINBURGH 3.—James Ross & Sons (Motors), Ltd., Lechrin. Tel. Fou. 1555/8. Humber agents.

EPSOM (Surrey)—H. F. Edwards & Co., Ltd., 28, 50, Upper High St. Tel. Epsom 9400. Retail dealers.

ERITH (Kent)—North End Machinery & Motor Services, Ltd., North End Rd. Erith 5000. Main agents.

GAILINGAY (Cambs.)—W. J. Empson, West End Garage. Tel. Cambridge 236. Humber dealers.

GLASGOW S.E.—James B. Rolinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3968. Humber retail dealers.

GLOUCESTER—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081/3. Humber distributors.

GREAT HARWOOD (Lancs.)—J. F. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Humber main dealers.

HALESOWEN (Worcs.)—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1655/6. Humber area dealers.

HARROW (Middlesex)—Automobile & Aircraft Services, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

HATFIELD (Herts.)—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Humber distributors.

HAVERFORDWEST (Pemb.)—James Parry, County Motors, Tel. Haverfordwest 122. Humber retail dealers.

HAVERFORDWEST—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Humber distributors.

HIGH WYCOMBE (Bucks.)—Davenport Vernon & Co., Ltd., 51-2 & 54, High St. Tel. 2400 (5 lines). Distributors.

ISLEWORTH (Middx.)—B. N. White-Spunner, Ltd., 640-652, London Rd., Isleworth 2552-2554/2151. Main dealers.

KINGSTON-UPON-THAMES—H. Taylor & Co., 155-7, London Rd., Kingston 1263. Humber main dealers.

LEICESTER—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. Leicester 22945. Humber retail dealers.

LIVERPOOL—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 630. Humber retail dealers.

LONDON W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Retail dealers.

LONDON N.W.1.—Hendon Central Garage, Ltd., Watford Way, Hendon Central. Tel. Hendon 6084/5. Retail dealers.

LONDON E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Silverthorne 1820/1. Main dealers.

LONDON E.8.—Leigh & Botfield, Ltd., 24, London Lane, Tel. Amherst 6116. Stocking dealers.

LONDON S.E.15.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Humber retail dealers.

LONDON S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Distributors.

LONDON S.W.5.—J. Corydon, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Humber retailers.

LONDON S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Tel. Renown 1185. Retail dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3555. Retail dealers.

LONDON S.W.12.—Nightingale Eng'g. Co., Ltd., Western Lane Nightingale Lane. Tel. Battersea 2195. Retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

HUMBER—Continued

MAIDENHEAD—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead 5451/2. Humber main dealers.

MAIDENHEAD—Sawford Garage, Braywick. Tel. Maidenhead 724. Humber retail dealers.

MANCHESTER, 15.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1545/4. Retail dealers.

NEWCASTLE-ON-TYNE—The Minorities Garages, Ltd., Jesmond Rd. Tel. Jesmond 2000. Humber distributors.

NORTHAMPTON—Arthur Mulliner, Ltd., Bridge St. Tel. 597. Humber distributors.

PETERBOROUGH—Clarke Bros. Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Humber distributors.

PETERSFIELD (Hants)—E.M.A., Ltd., Ramshill Garage, Ramshill. Tel. Petersfield 186. Humber distributors.

PETTS WOOD (Kent)—Dunstonian Garage, Station Garage. Tel. Orpington 889. Humber main dealers.

ROCHDALE (Lancs)—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 5151. Humber main dealers.

ROMSEY—B. A. Rolfe & Sons, Ltd. Tel. Romsey 5165/5166/5167. Humber main dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealers.

SOUTH SHIELDS—Town Hall Garage, Showrooms, Charlotte Terr. Tel. 57 & 58. Humber dealers.

SOUTHSEA (Hants)—E.M.A., Ltd., Tudor House, Grove Road South. Tel. Portsmouth 2168. Humber distributors.

STAINES BRIDGE (Middlesex)—Dobsons (Staines), Ltd., Tel. Staines 801. Humber area dealers.

STOCKTON-ON-TEES—Wiggins Garage, Ltd., Norton Rd. Tel. 55257. Humber dealers.

STOKE-ON-TRENT—Bailey's Garage, Ltd., Leek Rd., Hanley. Tel. Stoke-on-Trent 29671/2. Retail dealers.

STOURBRIDGE (Worce)—Halesworth Motor Works, Ltd., Lower High St. Tel. Stourbridge 57659. Humber area dealers.

TRURO (Cornwall)—The Trafalgar Garage, Ltd., Trafalgar Sq. Tel. 2461. Humber distributors.

WALLINGTON (Surrey)—McKinnon Motors, Ltd., Langham House, 5, Stafford Rd. Tel. Wallington 5404. Main dealers.

WARRINGTON—Percy Duckworth, Ltd., 44-48, Warrington St. Tel. Warrington 5656/7. Humber main dealers.

WESTCLIFF-ON-SEA—Chalkwell Motor Co., Ltd., 654-656, London Rd. Tel. Leigh-on-Sea 78247. Retail dealers.

WEYBRIDGE (Surrey)—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Area dealers.

WIGAN (Lancs)—E. & S. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2261/2. Humber retail dealers.

WINCHESTER—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2396. Humber distributors.

WINDSOR—Martins Garages, 105, St. Leonards Rd. Tel. Windsor 549. Humber distributors.

WINSFORD (Cheshire)—Dickinson Bros., High St. Tel. Winsford 2241/2. Humber main dealers.

WOKING (Surrey)—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1262. Humber main dealers.

WOKINGHAM (Berks)—The Wokingham Motor Co. (1953), Ltd., Farnhamstead Rd. Tel. Wokingham 580. Retail dealers.

YORK—Lister & Edmund, Ltd., The Mount & Holgate Rd. Tel. York 5048. Humber distributors.

JAGUAR

BEDFORD—Murkett Bros., Ltd., 3, High St. Tel. 60522. Jaguar main agents.

BEXLEYHEATH—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway. Tel. 1666. Jaguar area dealer.

BLACKWOOD (Mon)—Alfred Chaston, Ltd., Automobile Engineers. Tel. 3165/66. Jaguar main dealers.

BRENTFORD (Middx)—Leonard Williams & Co. (1940), Ltd., Packard Bldg., Gt. West Rd. Ealing 5400 17 lines). Official retailers.

BRIDGWATER (Som)—Gumbrell's Motors, Ltd., Monmouth St. Tel. Bridgewater 8051/2. Jaguar area dealers.

BRISTOL, 1.—Western Motors (Bristol), Ltd., Park Row. Tel. Bristol 26504. Jaguar area dealers.

CATERHAM (Surrey)—Layham's Engineering Co., 279-343, Croydon Rd. Tel. Caterham 2354. Jaguar stocking agents.

CHATHAM—Russell's Garages, Ltd., Medway St. Tel. Chatham 5665 (3 lines). Jaguar area dealers.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Humber area dealer.

EPSOM (Surrey)—Page Motors, Ltd., 70, High St. Tel. Epsom 9891/2/3. Jaguar area dealers.

GUILDFORD—Coombes & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62907 (3 lines). Jaguar main agents.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Jaguar retail dealers.

HARROW (Middx)—Blue Star Garage, Alexandra Ave., Mayners Lane. Tel. Pinner 3584. Jaguar area dealers.

HITCHIN (Herts)—Ralph E. Sanders & Sons Ltd. Tel. 691. Jaguar main agents.

JAGUAR—Continued

HUDDERSFIELD—Newton of Huddersfield, Vladuet St. Tel. Huddersfield 5511/2/3. Jaguar main dealer.

LEICESTER—Waiter E. Sturgess & Sons, Ltd., Braunstone Gate. Tel. Leicester 22047/8/9. Jaguar distributors.

LONDON, E.6.—Traynor Motors, Ltd., 133-5, High St. South, East Ham. Grangewood 2550. Jaguar dealers.

LONDON, S.E.15.—J. E. Bird Automobiles, Ltd., 118-120, High Rd. Lee Green 1072. Jaguar main dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4561 (3 lines). Retail dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimpole Park Rd., Putney 4577. Retail dealers.

MANSFIELD (Notts)—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Jaguar main dealers.

PRESTON (Lancs)—Jaguar House, Blackpool Rd. Tel. Preston 6261. Jaguar distributors.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealer.

ST. ALBANS (Herts)—W. M. Couper, Ltd., Catherine St. Tel. 4343. Jaguar main agents.

VIRGINIA WATER (Surrey)—Gavin Fairfax, Ltd., Wentworth Services Garage. Tel. Wentworth 5154. Jaguar main agents.

WEMBLEY (Middx)—Wembley Court Motors, High Rd. Tel. Wembley 5767. Jaguar main dealers.

WIGAN (Lancs)—H. H. Timberlake, Ltd., Library St. Tel. Wigan 5651. Jaguar dealers.

YORK—Mickleage Motor Co., Ltd., Mickleage Bar (Wthn). Tel. 2586. Jaguar main dealers.

JOWETT

BARNET (Herts)—Odeon Motors, Ltd., Gt. North Rd. Tel. Barnet 4100. Jowett main dealers.

BECKENHAM (Kent)—Cooter & Green, Eden Park Gar., 485, Upper Elmiers End Rd. Beckenham 2565. Area dealers.

BEXLEYHEATH—Milestones (Service Garages), Ltd., 508, Erith Rd. Erith 2469/2629. Area dealers North West Kent.

BIRMINGHAM, 18.—Frank Moseley (A. S. & S.), Ltd., Steward St., Spring Hill. Tel. Edg. 0916. Area dealers.

BLETCHLEY—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Jowett main dealers.

BRADFORD—Grosvener Garage (Bfd), Ltd., Manningham. Tel. Bradford 25061. Jowett distributors.

CHATHAM—Russell's Garages, Ltd., Medway St. Tel. Chatham 5665 (3 lines). Jowett distributors.

CROYDON (Surrey)—Godfrey's, Ltd., 228, London Rd. Tel. Croydon 3641. Jowett area dealers.

DERBY—Langford's Garage, Ashbourne Rd. Tel. Derby 47307. Jowett agents.

GUILDFORD (Surrey)—Clarke's of Pirbright, Guildford Rd., Pirbright Tel. Brookwood 2201/2. Jowett distributors.

HARROW (Middx)—Bunting's Motor Exchange (Harrow), Ltd., Nr. Granada, Bonnersfield Lane. Harrow 6225/6. Area dealers.

HORLEY (Surrey)—F. Fairman & Sons, Ltd., Victoria Rd. Tel. 17. Jowett distributors East Surrey and Sussex borders.

IPSWICH—McNamara Motors, Ltd., St. Helen's St. Tel. Ipswich 3775/6. Jowett distributors.

KINGSTON-ON-THAMES (Surrey)—G. W. Wilkin, Ltd., 1, Weston Park. Tel. Kingston 2241-2. Jowett dealers.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, L. Allemarle St. Tel. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Godfrey's, Ltd., 208, Great Portland St. Tel. Euston 4632. Jowett retail dealers.

LONDON, N.W.11.—Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green. Speedwell 9761. Jowett distributors.

LONDON, N.17.—The Red Circle, Ltd., Eastern Arm, Gt. Cambridge Rd., Tottenham. Tottenham 1906 & 7555. Area dealers.

LONDON, E.11.—Godfrey's, Ltd., Bushwood Corner, Leytonstone. Tel. Wanstead 2453. Jowett area dealers.

LONDON, S.W.3.—Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Tel. Fla. 4801/3. Area dealers.

NEWQUAY (Cornwall)—The Clock Garage (Cornwall), Ltd., Summercourt. Tel. Mitchell 252. Jowett retail dealers.

NORTHWOOD (Middlesex)—Colliver-Fisher, Ltd., Station Parade. Tel. Northwood 777. Jowett retail dealers.

PRESTON (Lancs)—Parish's Motor Exchange, 52-62, Corporation St. Tel. 4113. Jowett main dealers.

SHEFFIELD, 1.—J. Gilder & Co., Ltd., 16, Cambridge St. Tel. 28558/9. Jowett distributors.

SOUTH KENSINGTON (London), S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealer.

SOUTHSEA, Portsmouth.—J. Goulter & Son, Ltd., 18, Grove Rd. South. Tel. Portsmouth 4045. Distributors.

TEDDINGTON (Middx)—"A.V." Motors, Ltd., 5-13, Park Rd. Tel. Kingston 0710 & 8615. Area dealers.

WOKING (Surrey)—Clarke's of Pirbright, Guildford Rd., Pirbright. Tel. Brookwood 2201/2. Jowett distributors.

KAISER-FRAZER

GLASGOW, C.4.—St. George's Motors (Glasgow), Ltd., 128, New City Rd. Douglas 2744. Kaiser Frazer distributors.

LAGONDA

BRADFORD—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22864. Lagonda distributors.

CATERHAM HILL (Surrey)—Anthony Crook Motors, Ltd. Tel. Caterham 2232/3.

LEEDS, 7 (Yorks)—Brown & Whites (Leeds), Ltd., Roundhay Rd. Tel. 45405. Lagonda main agents.

SOUTH KENSINGTON (London), S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Main agents.

SWANSEA (Glam)—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152/5. Lagonda area dealers.

THAMES DITTON (Surrey)—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emmerbrook 5551. Lagonda official retailers.

LANCHESTER

BRADFORD—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22864. Lanchester main dealers.

BRIDGWATER—W. E. Challice, Ltd., Cannington Tel. Combeville 228. Lanchester main agents.

DORKING (Surrey)—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (3 lines). Lanchester distributors.

LONDON, W.1.—Strattons, Ltd., 40, Berkeley St. Tel. Mayfair 3434. Lanchester distributors.

LONDON, S.W.8.—Ger. Cars, Ltd., 60-62, Queensdown Rd. Tel. Maida Vale 5565/4. Lanchester retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns, Brixton. Tel. Brixton 4011. Retail dealers.

MANSFIELD (Notts)—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Lanchester main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane. Tel. Sheffield 22898 & 22625. Main dealers.

ST. ALBANS (Herts)—Marlboro Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590. Distributors.

THAMES DITTON (Surrey)—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emmerbrook 5551. Lanchester official retailers.

TUNBRIDGE WELLS—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tun Wells 1425. Lanchester distributors.

YORK—Mickleage Motor Co., Ltd., Mickleage Bar (Wthn). Tel. 2586. Lanchester area dealers.

LINCOLN

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Tel. Midland 5661/4. Lincoln main dealers.

MERCEDES-BENZ

BRADFORD—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22864. Mercedes-Benz distributors.

CHESTER—Godfrey Houghton, Ltd., 35, City Rd. Tel. 24615. Mercedes-Benz main dealers.

EDINBURGH, 3.—Ingalls Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26267. Mercedes-Benz distributors for Scotland.

GLASGOW, C.3.—James H. Galt, Ltd., 52 Woodlands Rd. Tel. Douglas 7596. Mercedes-Benz main agents.

LONDON, S.W.1.—Mercedes-Benz (Great Britain), Ltd., 111, Grosvenor Rd. Victoria 8715 & 806 concessionaires.

MERCURY

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Tel. Midland 5661/4. Mercury main dealers.

M.G.

ABERDEEN—Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Tel. Aberdeen 22588. Distributors.

BLACKWOOD (Mon)—Alfred Chaston, Ltd., Automobile Engineers. Tel. 3165/66. M.G. main dealers.

BRADFORD—Turt Motors of Farnhill, Ltd. Tel. Bradford 41557 (4 lines). M.G. distributors.

CHESTER—J. Blake & Co., Ltd., 150, Foregate St. Tel. Chester 22558/9. M.G. distributor.

CHRISTCHURCH (Hants)—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. 1081. M.G. stockist dealers.

COLNE (Lancs)—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. M.G. distributors.

COLWYN BAY (N. Wales)—Braid Bros., Ltd., Victoria Works, Connaught Rd. Tel. Sleds 2264. Service 2281. Distributor.

CRAWLEY (Sussex)—Boxall & Collins, Ltd., Victoria Garage. Tel. Crawley 453. M.G. main dealers.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). M.G. retail dealer.

DARTFORD (Kent)—John C. Beadle, Ltd., Spital St. Tel. 5067 (3 lines). M.G. retail dealers.

DORKING (Surrey)—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (3 lines). M.G. dealers.

EPSOM (Surrey)—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

EDINBURGH, 3.—Ingalls Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26267. M.G. retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

M.G.—Continued

GLASGOW. C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. M.G. retail dealers.
HAMPSTEAD. N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. M.G. retail dealers.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St., Tel. Huddersfield 3511/2/3. M.G. retail dealer.
LONDON. W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2565. Retail dealers.
LONDON. W.6.—Rogers Garage, 12, Wellesley Ave., Paddenswick Rd., Hammersmith. Tel. Riverside 2644/5. Retail dealers.
LONDON. E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 3464. M.G. dealers.
LONDON. S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7511 (3 lines). M.G. retail dealer.
LONDON. S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Retail dealers.
MANCHESTER. 19.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. M.G. retail dealers.
SIDCUP (Kent).—Crips Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 3066. M.G. retail dealers.
SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.
SMETHTWICK (Staffs).—E. E. Brown & Co. (Smethtwick), Ltd., St. Paul's Rd. Tel. Smethtwick 1158/9. M.G. retail dealers.
SWANSEA (Glam.).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152/3. M.G. retail dealers.
YORK.—Micklegate Motor Co. Ltd., Micklegate Bar (Within). Tel. York 2388. M.G. distributors.

MORGAN

LONDON. W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7753. Morgan distributors.
LONDON. N.2.—Motorists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Morgan Plus 4 distributors.
LONDON. S.W.5.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morgan distributors.
MALVERN (Worce).—Bowman & Acock, Ltd., Pickenhills Rd., Worcester Rd. Tel. Malvern 262. Morgan distributors.
NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Morgan distributors.

MORRIS

ALRESFORD (Hants).—Hoskins, Ltd. Tel. Alresford 28. Morris retail dealers.
ASHFORD (Middx).—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084 & 3908. Dealers.
BANBURY (Oxon).—The County Garages, The Cross, Tel. Banbury 2458. Morris retail dealers.
BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202/3. Morris retail dealers.
BEDFORD.—George Langley, Ltd., Morris House, Bromham Rd. Tel. 6621. Morris distributors.
BICESTER (Oxon).—Laytons Garage, London Rd. Tel. Bicester 55. Morris dealers.
BLACKWOOD (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Morris main dealers.
BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cley 329. Morris retail dealers.
BLETCHLEY (Bucks).—Winslow Motor & Eng' Works, High St., Winslow. Tel. Winslow 31. Retail dealers.
BOURNEMOUTH.—Auto Service Garage (Bournemouth), Ltd., 35/37, R. L. Stevenson Ave., Westbourne 6844. Morris retail dealer.
BRADFORD (Yorks).—Eric S. Myers, Ltd., 52-62, Manningham Lane. Bradford 25591 (2 lines). Morris sole distributors.
BRIDGWATER (Somerset).—Real Medland & Wills, Ltd. Tel. 2639. Morris area dealers.
BROOKWOOD. Surrey.—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Roads, Brookwood 3284. Dealers.
CATERHAM (Surrey).—Layman's Engineering Co., 379-383, Croydon Rd. Tel. Caterham 2584. Morris stockists agents.
CATERHAM (Surrey).—F. C. Steele, 119-123, Croydon Rd. Tel. Caterham 615. Morris retail dealers.
CHATHAM (Kent).—Short Street Garage, Luton Rd. Tel. Chatham 2042. Morris retail dealers.
COOKHAM (Berks).—Barnside Motors, Ltd., High St. Tel. Bourne End 129. Morris main agents.
COSHAM (Hants).—Southern Garage (Cosham), Ltd., 111, Havant Rd. Tel. Cosham 76464. Morris retail dealers.
COULSDON (Surrey).—Star Lane Garage, Brighton Rd. Tel. Downland 237. Morris dealers.
CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage. Tel. Crawley 453. Morris main dealers.
CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris retail dealers.
CROYDON.—C. W. J. Coles (Croydon), Ltd., Blunt Rd. Tel. Croydon 0074/5. Morris retail dealers.
DAGENHAM (Essex).—Green Garage Dagenham, Ltd., Rainham Road South Rainham 623 & 3771. Retail dealer.

MORRIS—Continued

DARTFORD (Kent).—John C. Deady, Ltd., Spital St. Tel. 3067 (3 lines). Morris distributors.
DENHAM (Bucks).—Denham Service Station, Ltd. Tel. Denham 2266. Morris agents.
DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (3 lines). Morris dealers.
DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. & 1, Folkestone Rd. Tel. 129 & 41. Main dealers.
EDGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg 2921 (3 lines). Works:—Parker St. Retail dealer.
EDINBURGH. 3.—Ingis Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Morris retail dealers.
ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Morris dealers.
ENFIELD (Middx).—L. A. & A. C. Wyman, Ltd., Central Garage, 126-132, Chase Side Enfield 2992. Retail dealers.
EPBOM (Surrey).—The Woodcote Motor Co., Ltd., Church St. Tel. Epsum 1254 (5 lines). Morris distributors.
ESHER.—F. F. S. Motors, Ltd., Kingston By-Pass Rd., Tel. Esherbrook 3000. Morris retail dealer.
GLASGOW. C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Morris retail dealers.
HAMPSTEAD. N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Morris retail dealers.
HAROLD PARK (Essex).—McGills (Harold Park), Ltd., Colchester Rd. Tel. Ingrebourne 79. Morris agents.
HARROW (Middx.).—Blue Star Garage, Alexandra Ave., Rayners Lane. Tel. Pinner 3854. Morris retail dealers.
HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205. Dealers.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St., Tel. Huddersfield 3511/2/3. Morris retail dealer.
KESTON (Kent).—White House Garage, Keston Mark, Tel. Farnborough 545. Morris agents.
KESWICK (Cumbria).—Kewick Motor Co., Penrith Rd. Tel. 64. Morris dealers.
KINGSTON-ON-THAMES.—Lankaster Engineering Co., Ltd., 33-35, Eden St. Tel. Kin. 5151/4. Morris retail dealers.
KINGSTON-ON-THAMES (Surrey).—G. W. Wilkin, Ltd., 1, Weston Park. Tel. Kingston 2241-2. Morris dealers.
LAMBERTHURST (Kent).—F. J. Avars & Co., High Street Garage, Tel. Lambethurst 217. Morris retail dealer.
LITTLEPORT (Cambs).—Audley Garage. Tel. Littleport 226. Morris area dealers.
LIVERPOOL. 8.—P. Melling & Sons, Ltd., Northumberland St. Tel. Royal 3628. Morris retail dealers.
LONDON. W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.
LONDON. W.1.—Edgar Harrison, Ltd., 55, North Row, Park Lane. Tel. Mayfair 0402/3. Retail dealers.
LONDON. W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 3506/1. Retail dealers.
LONDON. W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2565. Retail dealers.
LONDON. W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Morris retail dealers.
LONDON. W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7753. Morris retail dealers.
LONDON. W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq. Tel. Mayfair 7680. Morris distributors.
LONDON. W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0085/6. Retail dealers.
LONDON. W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.
LONDON. W.3.—Acton Garage, 229, High St., Acton. Tel. Acton 1806. Morris dealer.
LONDON. W.3.—Whitby of Acton, 275, The Vale, Acton. Tel. Shepherds Bush 5555. Morris dealers.
LONDON. W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Eal. 4727/9. Morris dealers.
LONDON. W.6.—Rogers Garage, 12, Wellesley Ave., Paddenswick Rd., Hammersmith. Tel. Riverside 2644/5. Retail dealers.
LONDON. N.W.3.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Morris retail dealers.
LONDON. N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. Morris retail dealers.
LONDON. N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon. 1145/6 & 1181/2. Retail dealer.
LONDON. N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6154 & 4485. Retail dealers.
LONDON. N.1.—Blue Star Garage, Caledonian Rd., Islington. Tel. Isr. 6991. Morris retail dealers.
LONDON. N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/4. Morris retail dealers.
LONDON. N.12.—Walter Mortlock, 912-980, High Rd., North Finchley. Tel. Hillside 0890. Morris dealers.
LONDON. N.17.—The Red Circle, Ltd., Eastern Arm, 61 Cambridge Rd., Tottenham. Tottenham 1906/7553. Retail dealers.

MORRIS—Continued

LONDON. N.21.—Winchmore Hill Garage, Ltd., 104-8, Green Lanes. Tel. Ladbroke 5961. Morris retail dealers.
LONDON. E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Tel. Grange 2955. Dealers.
LONDON. E.6.—Traynor Motors, Ltd., 155-5, High St., South, East Ham. Grangewood 2580. Morris dealers.
LONDON. E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Tel. Grangewood 3464. Morris dealers.
LONDON. E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 0671/2. Morris stockist dealers.
LONDON. S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop 2562. Morris retail dealers.
LONDON. S.E.5.—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 5021/3259. Retail dealers.
LONDON. S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Tel. Gipsy Hill 0085. Retail dealers.
LONDON. S.E.23.—Tilley & Hillier, Ltd., 100, Woodvale Forest Hill. Tel. For. 2432. Retail dealers.
LONDON. S.E.24.—George Osborne, Ltd., Heene Hill Rd., Tel. Brixton 2087/8/9. Morris retail dealers.
LONDON. S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7511 (3 lines). Morris retail dealer.
LONDON. S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morris retailers.
LONDON. S.W.5.—Fankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Tel. Fia. 4801/3. Retail dealers.
LONDON. S.W.7.—Pawson & Collins, Ltd., Queen's Gate Works, Jay's Mews, Kensington Gore. Kensington 6282. Dealers.
LONDON. S.W.8.—Gee Cars, Ltd., 60-62, Queens-town Rd., Tel. Macaulay 3565/4. Morris retail dealers.
LONDON. S.W.9.—Wilson's Automotives & Coachworks, Ltd., Trinity Gdns., Brixton. Tel. Brixton 4011. Retail dealers.
LONDON. S.W.12.—H. W. H. Engineering Co., Ltd., Beechome Garage, 29, Nightingale Lane. Bat. 4051. Retail dealers.
LONDON. S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4561 (3 lines). Retail dealers.
LONDON. S.W.17.—Barkers Motors (London), Ltd., 209, Hailham High Rd. Tel. Hailham 6666. Stocking dealers.
LONDON. S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Morris dealers.
LONDON. S.W.19.—Coles Garages, Worples Rd., Wimbeldon. Tel. Wimbeldon 0195/6. Morris retail dealers.
LONDON. S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbeldon Park Rd., Putney 4577. Retail dealers.
L'WISTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peter's St. Tel. 665/664. Morris area dealers.
MANCHESTER. 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Morris retail dealers.
MARNHULL (Dorset).—Lewis's Garage. Tel. Marnhull 259. Morris dealers.
NEWCASTLE (Staffs).—Henry Parr & Son, Ltd., Tel. Newcastle 67321/2. Morris agents.
ORPINGTON (Kent).—Burton & Deakin, Ltd. Tel. 7622 (3 lines). Morris agents.
POTTERS BAR (Middx.).—Blue Star Garage, High St., Tel. Potters Bar 3205. Morris retail dealers.
RETFORD (Notts.).—A. H. Turner, Ltd., Markham Moor. Tel. Tuxford 215. Morris area dealers.
RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheels Rd. Richmond 4622/3. Retail dealers.
ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Morris retail dealers.
ROYSTON (Herts).—Logson's Garage, Ltd., Tel. Royston 2281/2. Morris retail dealers.
SIDCUP (Kent).—Crips Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 3066. Morris retail dealers.
SILCHESTER (Nr. Reading).—Lovegrove & Lovegrove, Ltd., Tel. Silchester 208. Morris stockists.
SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Rd. Tel. Burnham 400. Morris retail dealers.
SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.
SMETHTWICK (Staffs).—E. E. Brown & Co. (Smethtwick), Ltd., St. Paul's Rd. Tel. Smethtwick 1158/9. Morris retail dealers.
SOUTH NORWOOD.—David Kennedy (Engineers), Ltd., 215-5, Selhurst Rd. Tel. Livingstone 1055. Morris retail dealers.
STAINES BRIDGE (Middlesex).—Dobson's (Staines), Ltd., Tel. Staines 801. Morris area dealers.
ST. ALBANS.—Tilley & Moores Ltd., London Rd. Tel. St. Albans 199. Morris retail dealers.
STOCKBRIDGE (Hants).—E. C. Pinning & Son, Grosvenor Garage Tel. Stockbridge 11. Morris retail dealers.
STORRINGTON (Sussex).—Stocker's Garage, The Square. Tel. Storrington 12. Morris stockists.
SWANSEA (Glam.).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152/3. Morris retail dealer.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

MORRIS—Continued

THETFORD (Norfolk).—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. 2217. Morris dealers.
TOLWORTH (Surrey).—Blue Star Garage, The Broadway, Tel. Elmbridge 0049. Morris retail dealers.
TRURO (Cornwall).—H. T. P. Motors, Ltd. Tel. Truro 2561/2/3. Morris distributors.
TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. Johns Rd. Tel. 20619. Stockist dealers.
TWICKENHAM (Middlex.).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1055. Morris retail dealers.
WIGAN (Lancs.).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris dealers.
YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. 2598. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Nash concessionaires.
OLDSMOBILE
EDINBURGH.—Ingalls Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Oldsmobile main agents.
LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St. Tel. Garrard 8600. Oldsmobile distributors.
MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Oldsmobile retail dealers.

PACKARD

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22894. Packard distributors.
BRENTFORD (Middlex.).—Leonard Williams & Co. (1940), Ltd., Packard Bldgs., Ot. West Rd., Ealing 3400 (7 lines). Sole concessionaires.

PEGASO

SOUTH KENSINGTON, London, S.W.1.—Harold Radford & Co., Ltd., Melton Court. Ken. 6642. Sole concessionaires.

PEUGEOT

BELFAST.—Wilson & Leeper, Ltd., 35-45 Bridge End. Tel. Belfast 57094. Peugeot distributors.
BIRISTOL.—Berkeley Motors, Ltd., Berkeley Sq. Tel. Bristol 22514. Peugeot distributors.
CHELTHAM.—Metropolitan Motors, Hewlett Rd. Tel. Cheltenham 4596. Peugeot distributors.
DOUGLAS (I.O.M.).—John Shimmim, 26-7, Derby Square, Tel. Douglas 1198. Peugeot distributors.
FOLKESTONE.—Auto Pilots, Ltd., Folkestone Harbour Tel. Folkestone 4589. Peugeot distributors.
GLASGOW.—S.3. Arnour Motors, Ltd., Newburgh Works, Newlands. Tel. Glasgow Langside 2720. Peugeot distributors.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Peugeot distributors.
LONDON, W.1.—Tom Knowles, 19, Brick St. Tel. Mayfair 5385. Peugeot sole concessionaires.
MANCHESTER.—Grosvenor Garage, Levenshulme. Tel. Manchester Rushmore 2874. Peugeot distributors.
ROMFORD.—Frederick Harrington, Ltd., 306, London Rd. Tel. Romford 1615. Peugeot distributors.

PONTIAC

LONDON, S.W.3.—U.S. Concessionaires, Ltd., 5, Jubilee Place, Chelsea. Tel. Flaxman 7752. Importers and distributors.

RENAULT

DENHAM (Bucks.).—Denham Service Station, Ltd. Tel. Denham 2266. Renault distributors.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Renault distributors.
LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Tel. Leicester 20247/8. Distributors.
LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. Acton 3224/5. Distributors.
LONDON, W.14.—Metropolis Garages, Ltd., Maclean Rd. Tel. Shepherd's Bush 5305. Renault distributors.
LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Freemantle 0951. Renault distributors.
MANCHESTER (Notts.).—James Windsor & Sons (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Renault distributors.
PLYMOUTH.—Walter Williams, Rendle St., Octagon. Tel. Plymouth 4829. Renault distributors.
SOUTHAMPTON.—G. W. Cox & Co., Ltd., Redbridge Causeway. Tel. Totton 2189. Renault distributors.
SURBITON (Surrey).—Welham's Renault Sales & Service, 5-7, Surbiton Hill Rd. Tel. Elmbridge 1873.

RILEY

ABERDEEN.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Tel. Aberdeen 22385. Riley distributors.
ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 354. Riley distributors.
BLACKWOOD (Mon.).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Riley main dealers.
BRADFORD (Yorks.).—Eric 3 Myers, Ltd., 52-62, Manningham Lane. Bradford 25591 (2 lines). Riley main dealers.

RILEY—Continued

BRIDGWATER.—W. E. Challice, Ltd., Cannington. Tel. Combebach 228. Riley main agents.
CHESTER.—J. Blake & Co., Ltd., 150, Foregate St. Tel. Chester 22558/9. Riley distributors.
COLNE (Lancs.).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. Riley distributors.
DARTFORD (Kent).—John C. Beadle, Ltd., Spital St. Tel. 3067 (3 lines). Riley retail dealers.
DORKING (Surrey).—Dorking Motor Co., Ltd., Regate Rd. Tel. Dorking 2256 (3 lines). Riley dealers.
GLASGOW, C.3.—James H. Galt, Ltd., 53, Woodlands Rd. Tel. Douglas 7598. Riley retail dealers.
GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Riley distributors.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Riley area dealer.
LIVERPOOL.—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Riley distributor.
LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.
LONDON, W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.
LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Tel. Mayfair 0402/3. Retail dealers.
LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2563. Retail dealers.
LONDON, W.1.—Beall Roy, Ltd., 161, Great Portland St. Tel. Langham 7755. Riley retail dealers.
LONDON, W.2.—6 Morris & Co., 29-31, Edgware Rd., Marble Arch Paddington 3075. Retail dealers.
LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Riley stocking dealers.
LONDON, N.2.—Motourists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Riley agents.
LONDON, E.7.—Donallack & Sons, Ltd., 268, Romford Rd. Forest Gate. Grangewood 3464. Riley dealers.
LONDON, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7511 (3 lines). Riley distributor.
LONDON, S.W.18.—Naylor & Root, Ltd., 25, East Hill Tel. Battersea 2252. Riley retail dealers.
LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House Morden Rd. Tel. Liberty 8221/8. Retail dealers.
MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Riley retail dealers.
MANSFIELD (Notts.).—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Riley retail dealers.
SHREWSBURY.—Gatensbury Bros., Ltd., Column Garage. Tel. Shrewsbury 6272. Riley distributors.
SIDCUP (Kent).—Crips Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 3066. Riley retail dealers.
SLOUGH (Bucks.).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.
SMETHWICK (Staffs.).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Riley retail dealers.
SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, 117 Lodge Rd. Tel. Southampton 55718. Riley distributors.
STAINES BRIDGE (Middlesex).—Dobsons (Staines), Ltd., Tel. Staines 601. Riley area dealers.
ST. ALBANS.—Tilley & Moores, Ltd., London Rd. Tel. St. Albans 199. Riley area dealers.
SWANSEA (Glam.).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Riley distributors.
TRING (Herts.).—The Market Garage, Brook St. Tel. Tring 2049. Riley area dealers.
WEMBLEY (Middlesex).—Montrose Motors, Ltd. Tel. Wembley 2636/4443. Riley distributors.

ROLLS-ROYCE

BEDFORD.—Murkett Bros., Ltd., 3, High St. Tel. 66322. Rolls-Royce main agents.
GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Rolls-Royce special retailers.
LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Rolls-Royce retailers.
LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns, Regent 7687. Officially appointed retailers.
LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Retail dealers.
LONDON, S.W.1.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Kensington 3477. Official Rolls-Royce specialists.
SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Specialists.
ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Rolls-Royce special retailers.
WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd. Tel. Weybridge 253. Rolls-Royce special retailers.
YORK.—Robert B. Massey & Co., Ltd., High St., Market Weighton. Tel. 3115 (5 lines). Special retailers.

ROVER

BANBURY (Oxon.).—The County Garages, The Cross. Tel. Banbury 2458. Rover distributors.
BARKING (Essex).—Albon's Garage, Ltd., 105-7, Longbridge Rd. Tel. Rippeway 1285 and 0180. Rover sub-dealer.

ROVER—Continued

BARNET (Herts.).—Odeon Motors, Ltd., Ot. North Rd. Tel. Barnet 4100. Rover main dealers.
BEDFORD.—Murkett Bros., Ltd., 3, High St. Tel. 66322. Rover main agents.
BEXHILL-ON-SEA.—F. Dodson, Ltd., Backville Garage, Middlesex Rd. Bexhill-on-Sea 2382.3. Rover distributors.
BICESTER (Oxon.).—Laytons Garage, London Rd. Tel. Bicester 35. Rover distributors.
BLACKWOOD (Mon.).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/66. Rover main dealers.
BOURNEMOUTH.—Evens Motors, Ltd., 7, Lansdowne Rd. Tel. Bournemouth 850. Rover distributors.
BURY.—Cliff Holden (Motors), Ltd., Millett St. Tel. Bury 294. Rover retail dealers.
CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Tel. Carmarthen 482-3. Distributors.
CHESTER.—Godfrey Houghton, Ltd., 38 City Rd. Tel. 24818. Rover retail dealers.
CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage. Tel. Crawley 453. Rover main dealers.
DORKING (Surrey).—Dorking Motor Co., Ltd., Regate Rd. Tel. Dorking 2256 (3 lines). Rover area dealers.
EDINBURGH.—Ingalls Automobiles (Middlex.).—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216. Rover area dealers.
EDGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg. 2921 (3 lines). Works: Parker St. Retail dealers.
EPSON (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epson 9691/2/3. Rover area dealers.
GLASGOW, C.4.—James Gibbon (Motors), Ltd., 385, Parliamentary Rd. Tel. Douglas 1013-1014. Rover distributors.
GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Rover distributors.
GUILDFORD.—Combs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62907 (3 lines). Rover main agents.
HITCHIN (Herts.).—Ralph E. Sanders & Sons, Ltd., Tel. 691. Rover main agents.
KEWICK (Cumberland).—Kewick Motor Co., Penrith Motor Co., Penrith Rd. Tel. 64. Rover dealers.
LEICESTER.—Walter E. Sturgees & Sons, Ltd., Braunstone Gate. Tel. Leicester 22047/8/9. Rover distributors.
LIVERPOOL.—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Rover main agents.
LIVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 650. Rover retail dealers.
LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.
LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Square. Gro. 2563. Retail dealers.
LONDON, W.5.—Gordon Lovett, Limited, 45, The Mall, Ealing. Tel. Eal. 4727/9. Rover dealers.
LONDON, S.W.15.—Robbins off Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.
LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd., Wimbledon. Tel. Wimbledon 0165. Rover area dealers.
LONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 4577. Retail dealers.
MALVERN (Worce.).—Bowman & Acock, Ltd., Pickersleigh Garage, Worcester Rd. Tel. Malvern 262. Main agents.
MANCHESTER.—13, Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Tel. Ardwick 1343/4. Retail dealers.
MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Rover retail dealers.
NEWBURY.—Green & Whincup, Northbrook St. Tel. Newbury 251. Rover distributors.
NEWCASTLE (Staffs.).—Henry Farr & Son, Ltd. Tel. Newcastle 67321/2. Rover agents.
PORTSMOUTH (Hants.).—Linsington Bros., Ltd., Swan St. Tel. Portsmouth 74102. Rover distributors.
READING (Berks.).—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Rover distributors.
ROYSTON (Herts.).—Logsdon's Garage, Ltd. Tel. Royston 2281/2. Rover dealers.
SHREWSBURY.—Vincent Greenhouse (Shrewsbury), Ltd., Greyfriars Motor Works. Tel. Shrewsbury 3051 (5 lines). Rover distributors.
SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealers.
STAINES BRIDGE (Middlesex).—Dobsons (Staines), Ltd., Tel. Staines 601. Rover area dealers.
ST. ALBANS (Herts.).—W. M. Couper, Ltd., Catherine St. Tel. 4343. Rover main agents.
THAMES DITTON (Surrey).—Guy Salmon (Automobiles) Portsmouth Rd. Tel. Emmerbrook 5551. Rover official retailers.
VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Tel. Wentworth 3154. Rover main agents.
WEYBRIDGE (Surrey).—Wood's Garages, Ltd., High St. Tel. Weybridge 217. Rover main dealers.
WIGAN (Lancs.).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Rover dealers.
YORK.—City Garage Co., Blake St. Tel. York 3191/3170. Rover main distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

LAND-ROVER

BEDFORD.—Murrett Bros., Ltd., 3, High St. Tel. 66322. Land-Rover main agents.

BEXHILL-ON-SEA.—F. Dodson, Ltd., Sackville Garage, Middlesex Rd. Bexhill-on-Sea 2582/3. Land-Rover distributors.

BICESTER (Oxon).—Laytons Garage, London Rd. Tel. Bicester 35. Land-Rover distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Land-Rover distributors.

KESWICK (Cumberland).—Kewick Motor Co., Penrith Rd. Tel. 64. Land-Rover dealers.

LEICESTER.—Walter E. Sturgess & Sons, Ltd., Braunstone Gate. Leicester 22047/8/9. Land-Rover distributors.

READING (Berks).—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Land-Rover distributors.

ROYSTON (Herts).—Logdon's Garage, Ltd. Tel. Royston 2281/2. Land-Rover dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642. Retail dealer.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emburybrook 5551. Land-Rover official retailers.

WEYBRIDGE (Surrey).—Wood's Garages, Ltd., High Street. Tel. Weybridge 217. Land-Rover main dealer.

SINGER

AYLESBURY.—G. E. Lawrence (Motors), Ltd., New St. Garage. Tel. Aylesbury 368. Singer distributors.

BLACKWOOD, Mon.—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/66. Singer distributors.

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cleary 329. Singer area dealers.

LEICESTER.—Walter E. Sturgess & Sons, Ltd., Braunstone Gate. Tel. Leicester 22047-8-9. Singer distributors.

LONDON, N.6.—Gateshouse Motors, Ltd., 1, Hampstead Lane Highgate. Tel. Mou. 4444. Singer retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 135-5, High St. South, East Ham. Grangeview 2530. Singer dealers.

LONDON, S.E.5.—Bloomfield's Cars (Cambridge), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3239. Retail dealers.

PRESTON, Lancs.—Parish's Motor Exchange, 52-62, Corporation St. Tel. 4113. Singer distributors.

READING (Berks).—Royal Berks Motor Co., 35-43, Thorn St. Tel. 4659. Berkshire Singer distributors.

SHEFFIELD.—G. Batty & Sons, Ltd., Elin St. Tel. 25202/3. Singer distributors.

SHREWSBURY.—Gatesbury Bros., Ltd., Column Gate. Tel. Shrewsbury 6272. Singer distributors.

STOKE-ON-TRENT.—Bailey's Garage, Ltd., Leek Rd., Hanley. Tel. Stoke-on-Trent 29671/2. Distributors.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Singer distributors.

TWICKENHAM (Middx).—Spinks (Twickenham), Ltd., Heath Rd. Tel. Pops Grove 1035. Singer main dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. York 2588. Singer distributors.

STANDARD

ALRESFORD (Hants).—Hankin's, Ltd. Tel. Alresford 28. Standard retail dealers.

AMERSHAM (Bucks).—Station Garage (Amersham and Chalfont), Ltd. Tel. Amersham 870.

BALDOCK (Herts).—Quenby Bros., Ltd. Standard Garage, Tel. Baldock 32. Standard distributors.

BARKING (Essex).—Albon's Garage, Ltd., 105-7, Longbridge Rd. Tel. Ripplaway 1285 & 0180. Standard sub-dealer.

BARKING.—Barking Garage & Engineering Co., Ltd., Wakering Rd. Ripplaway 0335 (3 lines). Standard retail dealers.

BARNET (Herts).—Odeon Motors, Ltd., Ot. North Rd. Tel. Barnet 1100. Standard area dealers.

BASINGSTOKE.—Tyssie & Lewins, Ltd., London Rd. Tel. 71. Standard agent and main dealer.

BEDFORD (Middx).—Over Hall Garages, Ltd., Staines Rd. Tel. Ashford 2523. Standard stockists.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Standard area dealer.

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cleary 329. Standard area dealers.

BRIGHTON, 1.—Moore's of Brighton (1924), Ltd., Mitre House, 147-8 Western Rd. Tel. 25014. Distributors.

BURY.—Cliff Holden (Motors), Ltd., Millett St. Tel. Bury 234. Standard retail dealers.

CHATHAM.—Russell's Garages, Ltd., Medway St. Tel. Chatham 3683 (3 lines). Standard area dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House. Tel. Barnet 7501. Retail dealers.

COVENTRY.—P. Blamire, Queen's Rd. Garage. Tel. Coventry 5424. Standard retail dealers.

CREWE.—Cookes Garages (Crewe), Ltd., 10-14 & 24-30, Northwich Rd. Tel. 2011. Standard distributors.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Croydon 6088. Standard main distributors.

STANDARD—Continued

CROYDON (Surrey).—Kentish & Thomson, Ltd., 564-566, Wickham Rd. Shirley. Springpark 3477. Retail dealer.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tanworth Rd. Croydon 16004 (6 lines). Standard retail dealer.

DONCASTER.—Blue Star Garage, Balby. Tel. Doncaster 53158. Standard retail dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Standard area dealers.

EDGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg. 2921 (3 lines). Works: Parker St. Retail dealers.

EDGWARE (Middx).—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Standard retail dealers.

EDINBURGH.—13—The Colinton Motor Garage (Prop. D. Waddell), Sylvan St., Colinton. Tel. 87326. Agents.

ENFIELD.—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd. Tel. Howard 1631. Standard dealers.

ENFIELD (Middx).—Walters (Motors), Ltd., 356, High St., Ponders End. Tel. Howard 1646. Standard stockists.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epsom 9400. Retail dealer.

EPSOM (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epsom 9691/2/3. Standard retail dealers.

ESHER.—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Esherbrook 3000. Standard retail dealers.

EXETER (Devon).—Lock Brothers, Ladysmith Rd. Tel. Exeter 3990. Standard retail dealers.

EXETER.—Peamore Garages, Ltd., Alphinington. Tel. Kennford 581/2. Standard retail dealers.

FINCHLEY, N.3.—Cornwall Garage (Finchley), Ltd., Cornwall Avenue. Tel. Finchley 4255. Standard retail dealers.

FOREST GATE, E.7.—Drew's Woodgrange Service Stations, Ltd., Romford Rd. Ora. 6601/2. Retail dealer.

GLASGOW, C.3.—Machark, Rennie & Lindsay, Ltd., 28, Berkeley St. Tel. Douglas 6646/7/8. Distributors.

GUILDFORD (Surrey).—Pittcock's Garage, High St. Tel. 5591. Standard distributors.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Standard retail dealers.

HARPENDEN (Herts).—F. Ogelsby & Son, Ltd., Routhdown Garage. Tel. 119. Standard retail dealers.

HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane Western Ave. Uxbridge 412 & 2296. Retail dealers.

HINDHEAD (Surrey).—Hindhead Motor Works, Ltd., Tel. Hindhead 665. Standard area dealers.

HORSHAM (Sussex).—Jackson Bros. (Horsham), Ltd., London Rd. Tel. Horsham 1111/3. Standard main dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., East Parade. Tel. Huddersfield 7676. Standard distributors.

KESTON (Kent).—White House Garage, Keston Mark. Tel. Farnborough 343. Standard agents.

KINGSTON-ON-THAMES.—Lankaster Engineering Co., Ltd., 39-43, Eden St. Tel. Kin 3151/4. Standard distributors.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Standard retail dealers.

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Leicester 20247/8. Retail dealer.

LEIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 30-42, Woodfield Rd. Tel. Leigh 78120. Standard stockists dealers.

LEIGHTON BUZZARD (Beds).—St. Christopher's Garages, Ltd. Tel. Leighton Buzzard 3252. Standard agents.

LINGFIELD (Surrey).—Plainstow Garages, Ltd. Tel. 129. Standard agents.

LIVERPOOL, 8.—F. Melling & Sons, Ltd., Northumberland St. Tel. Royal 3628. Standard retail dealers.

LONDON, W.1.—Berkeley Square House Garages, Ltd., Berkeley Sq. Tel. Grosvenor 4343. Standard agents.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5 Burlington Gdns. Tel. Regent 7687. Standard retailers.

LONDON, W.1.—Hoffmanns of London, Ltd., 17, Berkeley St. Tel. Mayfair 9060. Standard agents.

LONDON, W.1.—E. L. Mendel, Ltd., 25, Great Portland St. Tel. Langham 2261. Standard retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7753. Standard retail dealers.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0065/6. Retail dealers.

LONDON, W.2.—Morris & Co., 29-31, Edgware Rd. Marble Arch. Paddington 5075. Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154 Sutton Court Rd. Chiswick 0911. Retail dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall—Ealing. Tel. Eal 4727/9. Standard dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 3605/6. Standard retail dealers.

STANDARD—Continued

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Standard stocking dealers.

LONDON, W.14.—Metropolis Garages, Ltd., Maclean Rd. Tel. Shepherds Bush 5365. Standard area dealers.

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Standard retail dealers.

LONDON, N.W.2.—Starnes Motors, 105, The Broadway, Cricklewood. Tel. Gladstone 2480. Standard retail dealers.

LONDON, N.W.3.—McNeil's Motors, Ltd., 126, Haverstock Hill. Tel. Primrose 5435. Standard distributors.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon. 1145-6 & 1181/2. Retail dealers.

LONDON, N.W.6.—Blue Star Garage, 63, Fortune Green Rd. Tel. Hampstead 2211. Standard retail dealers.

LONDON, N.W.7.—Ferguson & Curtis, Ltd., Parkside Garage, Mill Hill. Tel. Mill 1922. Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565, 571, Watford Way. Mill Hill. Mill Hill 4252. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill Kingsbury. Colindale 6154 & 4485. Retail dealers.

LONDON, N.W.10.—Ace Service Station (London), Ltd., North Circular Rd. Tel. Egl. 5563/9. Standard agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 159-165, High St., Harlesden. Eglar 6256/7/8. Standard agents.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Standard retail dealers.

LONDON, N.2.—Motourists (London), Ltd., East Finchley Station. Tel. Tudor 2501/2. Standard agents.

LONDON, N.3.—C. & W. Motors, Ltd., Queens Head Garage, East Fild Rd., Finchley. Fin. 6256/8. Retail dealers.

LONDON, N.5.—Kelross Garage, Highbury Garage. Tel. Canonbury 5190. Standard main agents.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Tel. Mountview 2255. Standard retail dealers.

LONDON, N.9.—Grove Garage & Motors, 522, Fore St., Edmonton. Edmonton 4162. Standard retail dealers.

LONDON, N.17.—The Red Circle, Ltd., Eastern Arm, Tottenham. Tel. Egl. 5563/9. Tottenham 1906 & 7555. Retail dealers.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes. Tel. Laburnum 5561. Standard retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 135-5, Elich St. South, East Ham. Grangeview 2550. Standard dealers.

LONDON, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd. Forest Gate. Grangeview 5464. Standard dealers.

LONDON, E.8.—Leigh & Botfield, Ltd., 24, London Lane. Hackney. Tel. Amherst 6116. Stocking dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop 2562. Standard retail dealers.

LONDON, S.E.5.—Bloomfield's Cars (Cambridge), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3239. Retail dealers.

LONDON, S.E.9.—Milestones (Service Garage), Ltd., Eitham. Tel. 729, Sidcup Rd., New Eitham. Eitham 5250 & 5969. Agents.

LONDON, S.E.20.—Harold G. Cole & Co., 63, Croydon Rd., Penge. Sydenham 5112 & 4627. Dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale, Forest Hill 1838. Standard retail dealers—service.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Standard retail dealers.

LONDON, S.W.3.—J. Coryton Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Standard retailers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court. Frenchie 6373 (3 lines). Retail dealers.

LONDON, S.W.7.—Le Grace Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken 2477-8. Standard agents.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks Ltd., Trinity Gdns. Brixton. Tel. Brixton 4011. Retail dealers.

LONDON, S.W.14.—Whitlax & Harper, Ltd., 172, Upper Richmond Rd. East Sheen. Prospect 4452. Dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4561 (3 lines). Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kingston 5335. Standard retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Stocking dealers.

LONDON, S.W.19.—L. F. Dove, Ltd., 69, Broadway, Wimbledon. Tel. Liberty 5456. Standard main dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 5577. Retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage Burnage Lane. Tel. Hux 2874/5. Standard retail dealers.

MANCHESTER, 2.—Mayfield Motor & Eng. Co., Ltd., 20, Peter St., Blackfriars 9583. Retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

STANDARD—Continued

NEW SOUTHGATE N.11.—The Bowes Road Garage & Eng. Co., Ltd., 188, Bowes Rd., Bowes Park 2284. Agents.

NORTHAMPTON—The Douglas Garage, Ltd., 46-50, Sheep St., Tel. 3391/2/3. Standard distributors.

PONTLLANFRAITH (Mon).—T. H. Williams, Belmont Garage, Tel. Blackwood 3251. Standard main dealers.

READING (Berks).—Julians of Reading, Ltd., 27, R. King's Rd., Tel. 2494. Standard distributors.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-8, Sheen Rd., Richmond 4922/3. Retail dealers.

ROMSEY—B. A. Rolfe & Sons, Ltd., Tel. Romsey 3185/6/7. Standard main dealers.

SHEFFIELD 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 22898 & 22625. Retail dealers.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., Hatherley Rd., Tel. Foulscray 1126/7. Standard area dealers.

SMETHWICK (Staffs).—E. E. Brown (Smetwick), Ltd., 81, Paul's Rd., Tel. Smetwick 1136/9. Standard retail dealers.

SOUTH KENSINGTON (London).—S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

SOUTHEAST-ON-SEA—W. Price (Motors), Ltd., 765, Southchurch Rd., Tel. Southend 67384. Standard retail dealers.

STAINES—Staines Motors, Ltd., 182-4, Kingston Rd., Tel. Staines 545. Standard area dealers.

ST. LEONARDS-ON-SEA—Freeland & Fuller, Ltd., The Green, Tel. Hastings 397. Standard retail dealers.

SUNDERLAND—R. & J. Smith, Pallion Road Garage, Tel. 3503. Standard retail dealers.

TETFORD (Norfolk).—W. & G. Lambert, Ltd., Castle St. & Norwich Rd., Tel. 2217. Standard main dealers.

THEYDON BOIS (Essex).—Wood & Kraling, High Rd., Tel. Theydon Bois 2254. Standard dealers.

TUNBRIDGE WELLS—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd., Tun. Wells 1425. Distributors.

TWICKENHAM (Middx).—Spinks (Twickenham), Ltd., Heath Rd., Tel. Popesgrove 1035. Standard retail dealers.

WALLASEY—Wards Motor Stores, Leasowe Rd., Tel. Wallasey 4151. Standard retail dealers.

WALLINGTON (Surrey).—McKinnon Motors, Ltd., "Lanham House," 3, Stafford Rd., Tel. Wallington 3404. Main dealers.

WALTHAM ABBEY (Essex).—J. Chapman & Son, Abbey Garage, 6, Church St., Waltham Cross 2358. Area dealers.

WEALDSTONE (Middx).—O. & C. Motor Garages, Ltd., Canning Rd., Tel. Harrow 3432/3. Standard retail dealers.

WESTCLIFF-ON-SEA—Chalkwell Motor Co., Ltd., 684-686, London Rd., Tel. Leigh-on-Sea 78247. Retail dealers.

WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. Whitchurch 195. Standard area dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Standard area dealers.

WIMBORNE (Dorset).—Wimborne Motors (A. H. Elms), Station Terrace, Tel. Wimborne 534. Standard dealers.

WITHAM (Essex).—Witham Motor Co. (Essex), Ltd., West End Works, Tel. Witham 3360. Standard agents.

WOODFORD GREEN (Essex).—Hills Garages (Woodford), Ltd., 95, High Rd., Tel. Buckhurst 2186. Retail dealer.

WOODFORD (Essex).—Lamb, Ltd., Standard House, Southend Rd., Winsted 6666 (20 lines). Distributors & W. Essex.

WORCESTER—P. W. Barker, Ltd., 82-84, Lowesmoor, Tel. Worcester 5161. Standard distributors.

SUNBEAM-TALBOT

ALDERSHOT (Hants).—H. A. Charter, Esq., Station Rd., Tel. Aldershot 1246/7. Sunbeam-Talbot main dealers.

ANDOVER (Hants).—Bartley & Co., Salisbury Rd., Tel. Andover 2136. Sunbeam-Talbot dealers.

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., 61, Western St., Tel. Aylesbury 164/5. Sunbeam-Talbot dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St., Tel. Barnet 0332 & 0910. Dealers.

BOSTON (Lincs).—E. C. Stanwell & Sons, Ltd., West St., Tel. 3367/8. Sunbeam-Talbot retail dealers.

BOURNEMOUTH—Geo. Hartwell, Ltd., Holdenhurst Rd., Tel. B'mouth 4161. Sunbeam-Talbot distributors.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Bldg., Ot. West Rd., Reading 1400 (7 lines). Official retailers.

BRISTOL 1.—Cathedral Garage, Ltd., College Green, Tel. Bristol 20031. Sunbeam-Talbot main distributors.

BROMLEY COMMON—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd., Tel. Hurstway 1262. Main agents.

BURY (Lancs).—P. & E. Finney, Ltd., 82-86, Bolton St., Tel. Bury 3308/9. Sunbeam-Talbot retail dealers.

CARLISLE—Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd., Tel. Carlisle 25177/8. Sunbeam-Talbot distributors.

CHELTFENHAM—Ebdons Automobiles, Ltd., 16-28, Bath Rd., Tel. Cheltenham 55391. Sunbeam-Talbot distributors.

SUNBEAM-TALBOT—Continued

CROYDON (Surrey).—Manton Motors, Ltd., 25-27, 27-29, Shirley Rd., Tel. Addiscombe 6051. Main dealers.

CROYDON—W. Shirley & Sons, 17, Montague Rd., Tel. Croydon 0716. Sunbeam-Talbot retail dealers.

CROYDON—Smith Auto Co., Ltd., 145, London Rd., Tel. Croydon 4600 & 4632. Main dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd., Erith 3000. Main agents.

GAILINGOAY (Camps).—W. J. Empson, West End Garage, Tel. Cambridge 256. Sunbeam-Talbot dealers.

GLASGOW S.E.—James B. Rolinson, Ltd., 400, Gallowgate, Tel. Bridgeton 3868. Sunbeam-Talbot retail dealers.

GLOUCESTER—Taylors Crypt House Motors, Ltd., London Rd., Tel. 24051/2/3. Sunbeam-Talbot distributors.

GREAT HARWOOD (Lancs).—J. H. Nightingale, Ltd., Harwood Bar Garage, Tel. 3259. Sunbeam-Talbot main dealers.

GRIMSBY—D. H. & A. H. Bloomer, West St., Mary's Gate, Tel. Grimsby 5498/9. Sunbeam-Talbot dealers.

HALESOWEN (Worce).—Halesowen Motor Works, Ltd., Whitehall Rd., Tel. Halesowen 1635/6. Sunbeam-Talbot area dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 602, Kenton Rd., Wordsworth 7805 (5 lines). Retail dealer.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-Pass, Tel. Hatfield 2711. Sunbeam-Talbot distributors.

HAVERFORDWEST (Pemb).—James Parry, County Motors, Tel. Haverfordwest 122. Sunbeam-Talbot retail dealers.

HERTFORD—W. Waters & Sons, Ltd., North Rd., Tel. Hertford 3044. Sunbeam-Talbot distributors.

HIGH WYCOMBE (Bucks).—Davenport Vernon & Co., Ltd., 31-2 & 34 High St., Tel. 2400 (5 lines). Distributors.

ISLEWORTH (Middx).—B. N. White-Spinner, Ltd., 640-652, London Rd., Isleworth 2552/2554/2151. Main dealers.

KINGSTON-ON-THAMES—H. Taylor & Co., 135-7, London Rd., Kingston 1263. Main dealers.

LEICESTER—E. W. Campton & Sons, Ltd., 45, Braunstone Gate, Tel. Leicester 22945. Sunbeam-Talbot retail dealers.

LONDON W.5.—Metropolitan Motors, 192-196, Horn Lane, Acton, Tel. Acton 5064 (4 lines). Retail dealers.

LONDON W.6.—Norman, Ltd., 405, King St., Hammermith, Tel. Riverside 3685/6. Sunbeam-Talbot retail dealers.

LONDON N.W.1.—Blue Star Garage, 128a, Camden Rd., Tel. Gulliver 5028. Sunbeam-Talbot retail dealers.

LONDON N.W.4.—Hendon Central Garage, Ltd., Watford Way, Hendon Central, Tel. Hendon 8084/5. Retail dealers.

LONDON E.4.—Relevance Motors (Chingford), Ltd., 4, Nail Lane, Chingford, Tel. Silverthorn 1820/1. Main dealers.

LONDON E.8.—Leigh & Botfield, Ltd., 24, London Lane, Tel. Amhurst 6116. Stocking dealers.

LONDON S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8583. Sunbeam-Talbot retail dealer.

LONDON S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814 Old Kent Rd., New Cross 4966. Distributors.

LONDON S.W.3.—J. Corydon, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Sunbeam-Talbot retailers.

LONDON S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Tel. Renown 1183. Retail dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington, Fre. 3333. Retail dealers.

LONDON S.W.12.—Nightingale Eng. Co., Ltd., Western Lane, Nightingale Lane, Tel. Battersea 2195. Retail dealers.

MAIDENHEAD—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3451/2. Sunbeam-Talbot main dealers.

MALVERN (Worce).—Bowman & Acock, Ltd., Pickernleigh Garage, Worcester Rd., Tel. Malvern 262. Main agents.

MANCHESTER 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St., Ardwick 1345/4. Retail dealers.

NORTHAMPTON—Arthur Mulliner, Ltd., Bridge St., Tel. 907. Sunbeam-Talbot distributors.

PETERBOROUGH—Clarke Bros. Services, Ltd., Crawthorne Garages, Tel. Peterborough 3556. Sunbeam-Talbot distributors.

PETERSFIELD (Hants).—E.M.A., Ltd., Ramhill Garage, Ramhill, Tel. Petersfield 156. Sunbeam-Talbot distributors.

PETTS WOOD (Kent).—Dunstonian Garage, Station Rd., Orpington 889. Sunbeam-Talbot main dealers.

ROCHDALE (Lancs).—L. C. Hillier, Ltd., Oldham Rd., Tel. Rochdale 3151. Sunbeam-Talbot main dealers.

ROMSEY—B. A. Rolfe & Sons, Ltd., Tel. 3185/6/7. Sunbeam-Talbot main dealers.

SHEFFIELD 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 22899 & 22625. Retail dealers.

SOUTH KENSINGTON (London).—S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

SUNBEAM-TALBOT—Continued

SOUTHSEA (Hants).—E.M.A., Ltd., Tudor House, Grove Rd., South Tel. Portsmouth 2168. Sunbeam-Talbot distributors.

SOUTH SHIELDS—Town Hall Garage, Showrooms, Charlotte Terrace, Tel. 57 & 58. Sunbeam-Talbot dealers.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 801. Sunbeam-Talbot area dealers.

STOCKTON-ON-TEES—Wiggins Garage, Ltd., Norton Rd., Tel. 53237. Sunbeam-Talbot dealers.

STOKE-ON-TRENT—Bailey's Garage, Ltd., Leek Rd., Hanley, Tel. Stoke-on-Trent 29671/2. Retail dealers.

STOURBRIDGE (Worce).—Halesowen Motor Works, Ltd., Lower High St., Tel. Stourbridge 57655. Sunbeam-Talbot area dealers.

TURSO (Cornwall).—The Trafalgar Garage, Ltd., Trafalgar Square, Tel. 2461. Sunbeam-Talbot distributors.

WALLINGTON (Surrey).—McKinnon Motors, Ltd., "Lanham House," 3, Stafford Rd., Tel. Wallington 3404. Main dealers.

WARRINGTON—Percy Duckworth, Ltd., 44-48, Winwick St., Tel. Warrington 3656/7. Sunbeam-Talbot main dealers.

WEYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., Baker St., Weybridge 117 & 1534. Area dealers.

WIGAN (Lancs).—S. & S. Motors (Wigan), Ltd., Central Garages, Crompton St., Tel. 2281/2. Retail dealers.

WINCHESTER—Will Short, Ltd., 2-4, St. Cross Rd., Tel. 2398. Sunbeam-Talbot distributors.

WINDSOR—Martins Garages, 103, St. Leonards Rd., Tel. Windsor 349. Sunbeam-Talbot distributors.

WINSFORD (Cheshire).—Dickinson Bros., High St., Tel. Winsford 2241/2. Sunbeam-Talbot main dealers.

WOKING (Surrey).—L. F. Dove, Ltd., White Rose Lane, Tel. Woking 1282. Sunbeam-Talbot main dealers.

WOKINGHAM (Berks).—The Wokingham Motor Co. (1953), Ltd., Finchampstead Rd., Tel. Wokingham 380. Retail dealers.

YORK—Lister & Edmund, Ltd., The Mount & Holgate Rd., York 3048. Sunbeam-Talbot distributors.

TRIUMPH

ALRESFORD (Hants).—Hankins, Ltd., Tel. Alresford 28. Triumph retail dealers.

AMERSHAM (Bucks).—Station Garage (Amersham & Chalfont), Ltd., Tel. Amersham 870.

BEXLEYHEATH—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. 1668. Triumph area dealer.

BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd., Tel. Clew 323. Triumph area dealers.

BURY—Cliff Holden (Motors), Ltd., Millett St., Tel. Bury 294. Triumph retail dealers.

CHATHAM—Russell's Garages, Ltd., Medway St., Tel. Chatham 3683 (3 lines). Triumph area dealers.

CREWE—Cookes Garages (Crewe), Ltd., 10-14 & 24-30, Nantwich Rd., Tel. 2011. Triumph distributors.

CROYDON—Carrs Auto Sales, Ltd., Standard House, South End, Tel. Croydon 6088. Triumph main distributors.

CROYDON (Surrey).—Kentish & Thomson, Ltd., 564-566, Wickham Rd., Shirley, Springfield 3477. Retail dealers.

DONCASTER—Blue Star Garage, Balby, Tel. Doncaster 53159. Triumph retail dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St., Tel. 2244. Triumph area dealers.

EDOBASTON—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd., Edg. 2921 (3 lines). Works: Parker St., Retail dealers.

EDINBURGH 13.—The Colinton Motor Garage (Prop. D. Waddell), Spylaw St., Colinton, Tel. 87326. Agents.

ENFIELD (Middx).—Walters (Motors), Ltd., 356, High St., Ponders End, Tel. Howard 1646. Triumph stockists.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

EXETER (Devon).—Lock Brothers, Ladysmith Rd., Tel. Exeter 3990. Triumph retail dealers.

FOREST GATE E.7.—Drew's Woodgrange Service Stations, Ltd., Romford Rd., Gra. 6601/6602. Retail dealers.

GLASGOW C.3.—Macharg, Rennie & Lindsay, Ltd., 28, Berkeley St., Tel. Douglas 6646/7/8. Distributors.

GUILDFORD (Surrey).—Puttokes Garage, High St., Tel. 5391. Triumph distributors.

HAMPSHIRE N.W.3.—Rowland Smith (Motors), Ltd., High St., Tel. Hampstead 6041. Triumph retail dealers.

HARPENDEN (Herts).—F. Ogelsby & Son, Ltd., Southdown Garage, Tel. 119. Triumph retail dealers.

HILLINGDON—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Uxbridge 412 & 2236. Retail dealers.

HUDDERSFIELD—A. G. Boyes & Co., Ltd., East Parade, Tel. Huddersfield 7676. Triumph distributors.

KINGSTON-ON-THAMES—Lankaster Engineering Co., Ltd., 39-43, Eden St., Tel. Kin 3151-4. Triumph distributors.

LEEDS 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 34205. Triumph retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

TRIUMPH—Continued

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Leicester 20247/8. Retail dealers.

LEIGH-ON-SEA (Essex)—Woodfield Garage, Ltd., 30-42, Woodfield Rd. Tel. Leigh-on-Sea 78120. Triumph stockists dealers.

LIVERPOOL, 8.—F. Mellings & Sons, Ltd., Northumberland St. Tel. Royal 3528. Triumph retail dealers.

LONDON, W.1.—Berkeley Square House Garages, Ltd., Berkeley Sq. Tel. Grosvenor 4343. Triumph agents.

LONDON, W.1.—Hoffmanns of London, Ltd., 17, Berkeley St. Tel. Mayfair 9060. Triumph agents.

LONDON, W.1. E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Triumph retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7735. Triumph retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Ham-mersmith. Tel. Riverside 3665/6. Triumph retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 175, West-bourne Grove. Tel. Bayswater 4274. Triumph retail dealers.

LONDON, W.14.—Metropolis Garages, Ltd., Macleise Rd. Tel. Shepherd's Bush 5365. Triumph area dealers.

LONDON, N.W.2.—Starnes Motors, 105, The Broad-way, Cricklewood. Tel. Gladstone 2490. Triumph retail dealers.

LONDON, N.W.6.—Blue Star Garage, 63, Fortune Green Rd. Tel. Hampstead 2211. Triumph retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill. Mill Hill 4252. Appointed dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 159-155, High St., Haringey. Tel. 2567/8. Triumph agents.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Lane, Green. Tel. Tudor 2291/3. Triumph retail dealers.

LONDON, N.2.—Motourists (London), Ltd., East Finchley Station. Tel. Tudor 2501/2. Triumph agents.

LONDON, N.3.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley. Fin. 6256/6. Retail dealers.

LONDON, N.9.—Grove Garage & Motors, 522, Fore St., Edmonton. Edmonton 4162. Triumph retail dealers.

LONDON, E.7.—Bunallack & Sons, Ltd., 266, Rom-ford Rd., Forest Gate. Grangewood 3464. Triumph retail dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newing-ton Causeway. Tel. Hop 2562. Triumph retail dealers.

LONDON, S.E.20.—Harold G. Cole & Co., 65, Croydon Rd., Penze. Sydenham 5112 & 4627. Dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Triumph retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court. Fremantle 6575 (5 lines). Retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., St. George's Kensington. Ken. 2477/8. Triumph agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach-works, Ltd., Trinity Gardens, Brixton. Tel. Brixton 4011. Retail dealers.

LONDON, S.W.14.—Whitlaw & Harper, Ltd., 172, Upper Richmond Rd., East Sheen. Prospect 4455. Retail dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4561 (5 lines). Retail dealers.

LONDON, S.W.18.—Naylor & Root, Ltd., 25, East Hill, Tel. Battersea 2252. Triumph retail dealer.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 4577. Retail dealers.

NEW SOUTHGATE, N.11.—The Boves Road Garage & Eng. Co., Ltd., 185, Boves Rd. Boves Park 2284. Agents.

NORTHAMPTON—The Douglas Garage, Ltd., 46-50, Sheep Street. Tel. 5391 2/3. Triumph distributors.

ROMSEY—B. A. Rolfe & Sons, Ltd. Tel. 5185/6/7. Triumph main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane. Tel. Sheffield 22898 & 22625. Retail dealers.

SMETHWICK (Staffs)—E. F. Brown (Smetwick), Ltd., St. Paul's Rd. Tel. Smetwick 1156/9. Triumph retail dealers.

SOUTH KENSINGTON (London), S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

STAINES—Staines Motors, Ltd., 182-4, Kingston Rd. Tel. Staines 545. Triumph area dealers.

SUNDERLAND—R. & J. Smith, Pallion Road Garage. Tel. 3505. Triumph retail dealers.

TUNBRIDGE WELLS—G. Stevenson (Kent & Sussex Garages), Ltd., 12, London Rd. Tun. Wells 1425. Distributors.

TWICKENHAM (Middlesex)—Spinks (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035. Triumph retail dealers.

WALLINGTON (Surrey)—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd. Tel. Walling-ton 5404. Main dealers.

TRIUMPH—Continued

WEALDSTONE (Middlesex)—G. & C. Motor Garages Ltd., Cannock Rd. Tel. Harrow 3452/3. Triumph retail dealers.

WIGAN (Lancs)—H. H. Timberlake, Ltd., Library St. Tel. Wigan 5451. Triumph area dealers.

WITHAM (Essex)—Witham Motor Co. (Essex), Ltd., West End Works. Tel. Witham 5560. Triumph agents.

WOODFORD (Essex)—Lamb, Ltd., Standard House, Southend Rd. Wanstead 6666 (20 lines). Distributors S.W. Essex.

VAUXHALL

AYLESBURY—Shaw & Kilburn, Ltd., 143, Cam-bridge St. Tel. 1277.

BARNET (Herts)—Odeon Motors, Ltd., Gt. North Rd. Tel. Barnet 4100. Vauxhall area dealers.

BEDFORD—Murrett Bros., Ltd., 3 High St. Tel. 66522. Vauxhall main agents.

BICESTER (Oxon)—Laytons Garage, London Road. Tel. Bicester 85. Vauxhall dealers.

BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington. Tel. Erd. 2226/7. Retail dealers.

BOURNEMOUTH (Hants)—Grand Parade Motors, Ltd., 6 & 7, Grand Parade, Westbourne. Tel. West-bourne 65361. Main dealers.

BRADFORD—Alfreco Garage, Ltd., Frizinghall. Tel. Bradford 41211. Vauxhall main dealers.

BRIDGWATER (Somerset)—Reul, Medland & Willis, Ltd. Tel. 2639. Vauxhall area dealers.

CATERHAM (Surrey)—Layham's Engineering Co., Ltd., 575-585, Croydon Rd. Tel. Caterham 2594. Vauxhall stocking agents.

CROYDON (Surrey)—Kentish & Thomson, Ltd., 564-566, Wickham Rd., Shirley Springspark 5477. Retail dealers.

EAST TWICKENHAM (Middlesex)—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216. Vauxhall main dealers.

EPSON (Surrey)—Page Motors, Ltd., 70, High St. Tel. Epsom 9691/2/5. Vauxhall area dealers.

ESHER—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emmerbrook 8000. Vauxhall dealers.

GOSPORT (Hants)—Erskine Motors, 72-82, Stake Rd. Tel. Gosport 89141/2. Vauxhall dealer.

HILLINGDON—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Uxbridge 412 & 2296. Retail dealers.

HORSHAM (Sussex)—Jackson Bros. (Horsham), Ltd., London Rd. Tel. Horsham 1111/3. Vauxhall main dealers.

IPSWICH—McNamara Motors, Ltd., St. Helen's St. Tel. Ipswich 3775/6. Vauxhall dealers.

KINGSTON-UPON-THAMES—Kingston Hill Motor Works, Kingston Hill. Tel. Kingston 5116. Vauxhall distributors.

LIVERPOOL, 8.—F. Mellings & Sons, Ltd., North-umbria St. Tel. Royal 3528. Vauxhall retail dealers.

LITTLEPORT (Cambs)—Audley Garage. Tel. Little-port 226. Vauxhall area dealers.

LONDON, W.1.—Shaw & Kilburn, Ltd., 4-6, Berkeley Square. Tel. Grosvenor 4328.

LONDON, W.5.—Shaw & Kilburn, Ltd., Western Ave. Tel. Acorn 4641.

LONDON, N.W.5.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Vauxhall retail dealers.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout. Tel. Primrose 0141. Vauxhall main dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edg-ware Rd., The Hyde, Hendon. Colindale 7171. Main agents.

LONDON, N.3.—H. Pope & Sons, Ltd., 39-45, Bal-lards Lane, Finchley. Tel. 0115/6. Vauxhall main dealers.

LONDON, N.12.—Walter Mortlock, 912-920, High Rd., North Finchley. Tel. Hillside 0890. Vauxhall retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court. Fremantle 6575 (5 lines). Retail dealers.

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Ter-minal House, 80, Clapham Rd. Helianth 4211 (7 lines). Main dealers.

LONDON, S.W.15.—Dixon's Garages, 154, West Hill, Putney. Tel. Putney 0596 & 8575. Vauxhall dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney. Tel. 4591 (5 lines). Retail dealers.

LONDON, S.W.17.—G.N. Ltd., 278-300, Balham High Rd. Balham. Tel. Balham 1035. Vauxhall main dealers.

LUTON (Beds)—Ploemans, Ltd., 15, Hitchin Rd. Tel. Luton 2226. Vauxhall dealers.

LUTON—Shaw & Kilburn, Ltd., 546-550, Dunstable Rd. Tel. 5121.

MANCHESTER, 12.—Croft & Marlow, Ltd., 150-162, Stockport Rd., Ardwick. Tel. Ardwick 2781. Retail dealers.

MARGATE—A.R. (Enterprises), Ltd., 251-255, Canterbury Rd. Tel. Thanet 51593/4. Vauxhall dealer.

NEW ROMNEY (Kent)—Smith & Stedman, Ltd., Sussex Rd. Tel. Littlestone 5. Vauxhall agents.

NORTHWOOD (Middlesex)—Collier-Fisher, Ltd., Station Parade. Tel. Northwood 777. Vauxhall retail dealers.

PLYMOUTH—Turnbulls, Ltd. Tel. Plymouth 4315. Vauxhall agents.

POTTERS BAR (Middx)—Blue Star Garage, High St. Tel. Potters Bar 5205. Vauxhall retail dealers.

ROYSTON (Herts)—Logsdon's Garage, Ltd. Tel. Royston 2281/2. Vauxhall dealers.

SHREWSBURY—Vincent Greenhouse (Shrewsbury), Ltd., Greyfriars Motor Works. Tel. Shrewsbury 5951 (5 lines). Vauxhall distributors.

VAUXHALL—Continued

SOUTHPORT—The Southport Engineering Co., Ltd., King St. Tel. Southport 2206. Vauxhall area dealers.

STOURBRIDGE—North Worcestershire Garages (Stourbridge), Ltd., Oldswinford. Tel. Stourbridge 5242/3. Vauxhall main dealers.

SUDBURY (Suffolk)—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2501. Vauxhall retail dealers.

SWANAGE (Dorset)—Foley's Garage, Valley Rd. Tel. Corfe Castle 215. Vauxhall dealers.

UXBRIDGE (Middx)—Gregory's of Uxbridge, Ltd., 55, High St. Tel. Uxbridge 6452. Vauxhall dealers.

WAKEFIELD (Yorks)—Charles Wensley & Sons, Ltd., Ings Rd. Tel. 2294/5 (2 lines). Vauxhall main agents.

WALTHAM CROSS (Herts)—Arlington Motor Co., Ltd., High Rd. Tel. Waltham Cross 2760. Main dealers.

WEYBRIDGE (Surrey)—Wood's Garages, Valley Rd. High St. Tel. Weybridge 217. Vauxhall main dealers.

WHITCHURCH (Shropshire)—J. A. Matthews (Motors), Ltd., Bridgewater Garage. Tel. Whit-church 129. Vauxhall area dealers.

WIGAN (Lancs)—Mab's Cross Motors, Ltd., Mesnes St. Tel. 5271/2/3. Vauxhall distributors.

WIMBORNE (Dorset)—Wimborne Motors (A. H. Ems), Station Terrace. Tel. Wimborne 554. Vauxhall dealers.

WORKING (Surrey)—L. F. Dove, Ltd., Guildford Rd. Tel. Working 1282. Vauxhall area dealers.

YORK—Micklegate Motor Co. Ltd., Micklegate Bar (Within). Tel. York 2588. Vauxhall retail dealers.

VOLKSWAGEN

BEXHILL—Oakley's (Burwash), Ltd., Burwash. Tel. 206. Volkswagen area dealers.

CHESTER—Coopers, Ltd., 58, City Rd. Tel. 24818. Volkswagen main agents.

DOVER—Southern Autos, Ltd., Maison Dieu Rd. Tel. 1252 (5 lines). Volkswagen agents.

EASTBOURNE—Oakley's (Burwash), Ltd., Burwash. Tel. 206. Volkswagen area dealers.

IPSWICH—McNamara Motors, Ltd., St. Helen's St. Tel. Ipswich 3775/6. Volkswagen distributors.

SHEFFIELD, 1.—J. Gilder & Co., Ltd., 16, Cambridge St. Tel. 2635/9. Volkswagen distributors.

WILLYS-OVERLAND

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Distributors.

WOLSELEY

ABERDEEN—Town & County Motor Garage Ltd., 19, Justice Mill Lane. Tel. Aberdeen 22588. Distributors.

ASHFORD (Middx)—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084 & 3508. Retail dealers.

BARNET—Ramsay Motors, Ltd., 242-248, High St. Tel. Barnet 5240. Wolseley retail dealers.

BEDFORD—George Langley, Ltd., Morris House, Bromham Rd. Tel. 66221. Wolseley distributors.

BICESTER (Oxon)—Laytons Garage, London Rd. Tel. Bicester 55. Wolseley dealers.

BLACKWOOD (Mon)—Alfred Chaston, Ltd., Auto-motive Engineers. Tel. 5165/6. Wolseley main dealers.

BOURNEMOUTH—Auto Service Garage (Bourne-mouth), Ltd., 57, R. L. Stevenson Ave. West-bourne 6534. Wolseley retail dealer.

BRADFORD (Yorks)—Eric S. Myers, Ltd., 52-62, B. Manningham Lane, Bradford 25591 (2 lines). Wolseley main dealers.

BRISTOL, 1.—Western Motors (Bristol), Ltd., Park Row. Tel. Bristol 26504. Wolseley distributors.

CHESTER—J. Blake & Co., Ltd., 150, Foregate St. Tel. Chester 22559/9. Wolseley distributors.

COLWYN BAY (N. Wales)—Braid Bros., Ltd., Victoria Works, Conway Rd. Tel. Sales 2264. Service 2281. Distributors.

COOKHAM (Berks)—Barnside Motors, Ltd., High St. Tel. Bourne End 129. Wolseley main agents.

CRAWLEY (Sussex)—Boxall & Collins, Ltd., Vic-toria Garage. Tel. Crawley 455. Wolseley main dealers.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Wolseley retail dealer.

CROYDON—C. W. J. Coles (Croydon), Ltd., Blunt Rd. Tel. Croydon 0074/5. Wolseley retail dealers.

DAGENHAM (Essex)—Crown Garage (Dagenham), Ltd., Rainham Rd. South Rainham 625 & 5771. Retail dealer.

DARTFORD (Kent)—John C. Beadle, Ltd., Spital St. Tel. 5067 (5 lines). Wolseley retail dealers.

DORKING (Surrey)—Dorking Motor Co., Ltd., Regate Rd. Tel. Dorking 2256 (5 lines). Wolseley area dealers.

DOVER—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave., and 1, Folkestone Rd. Tel. 129 & 41. Main dealers.

EASTLEIGH (Hants)—Station Garage. Tel. East-leigh 67561. Wolseley retail dealers.

EDGBASTON—Hunt's (Birmingham), Ltd. 197-199, Hagley Rd., Edg. 2951 (5 lines). Works: Parker St. Retail dealers.

EDINBURGH—J. M. Sloan & Co., Ltd., Beiford Rd. Tel. Cen 4664. Wolseley distributors.

ENFIELD—D. J. Shepherd & Co., Ltd., 454-6, Hert-ford Rd. Tel. Howard 1651. Wolseley dealers.

EPSON (Surrey)—The Woodstock Motor Co., Ltd., Church St. Tel. Epsom 1254 (5 lines). Wolseley distributors.

ESHER—E.F.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emmerbrook 8000. Wolseley retail dealers.

GUILDFORD—Coomba & Sons (Guildford), Ltd., Church St. Tel. 6287 (4 lines). Wolseley main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

WOLSELEY—Continued

HAMPSTEAD N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Wolseley retail dealers.

HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3311/2/3. Wolseley area dealer.

KESWICK (Cumbria).—Kewick Motor Co., Penrith Rd. Tel. 64. Wolseley retail dealers.

LIVERPOOL.—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Wolseley distributors.

LONDON W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.

LONDON W.1.—Kerrill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Gro. 2563. Retail dealers.

LONDON W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Tel. Mayfair 5951. Wolseley distributors.

LONDON W.2.—R. E. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0065/6. Retail dealers.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

LONDON N.W.3.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Wolseley retail dealers.

LONDON N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Wolseley retailers.

LONDON E.6.—Traynor Motors Ltd., 153-5, High St. South, East Ham. Grangeview 2530. Wolseley dealers.

LONDON E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangeview 3464. Wolseley dealers.

WOLSELEY—Continued

LONDON E.8.—Leigh & Botfield, Ltd., 24, London Lane, Hackney. Tel. Amherst 6116. Stocking dealers.

LONDON S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Wolseley retail dealers.

LONDON S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7311 (3 lines). Wolseley retail dealer.

LONDON S.W.3.—J. Coryton, Ltd., 139-149, Rulham Rd. Tel. Kensington 1410. Wolseley retailers.

LONDON S.W.5.—Goly's Garage, Ltd., 111a, Earls Court Rd., Earls Court. Frenant 6373 (3 lines). Retail dealers.

LONDON S.W.5.—R. U. Wimbush, Ltd., 312, Earls Court Rd. Tel. Frenant 8401. Wolseley retail dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

LONDON S.W.7.—La Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477/8. Wolseley agents.

LONDON S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4591 (3 lines). Retail dealers.

LONDON S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6966. Stocking dealers.

LONDON S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden rd. Tel. Liberty 8221/8. Retail dealers.

WOLSELEY—Continued

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peter's St. Tel. 683/684. Wolseley retail dealers.

OPPINGDON (Kent).—Burton & Deakin, Ltd. Tel. 7622 (3 lines). Wolseley agents.

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Wolseley retail dealers.

ROYSTON (Herts).—Longdon's Garage, Ltd. Tel. Royston 2281/2. Wolseley retail dealers.

SIDCUP (Kent).—Crips Brothers, Automobile Engineers, Main Rd. Tel. Footscray 3066. Wolseley retail dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1139/9. Wolseley retail dealers.

SOUTH NORWOOD.—David Kennedy (Engineers), Ltd., 215-5, Selhurst Rd. Tel. Livingstone 1033. Wolseley retail dealer.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 804. Wolseley area dealer.

ST. ALBANS.—Tilly & Moores, Ltd., London Rd. St. Albans 295. Wolseley retail dealers.

TOLWORTH (Surrey).—Blue Star Garage, The Broadway. Tel. Elmbridge 0049. Wolseley retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Distributors), Ltd., 12, London Rd. Tun. Wells 1425.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Tel. Wentworth 3154. Wolseley main agents.

COMMERCIAL VEHICLE SPECIALISTS

AUSTIN

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway. Tel. 1666. Austin retail dealer.

CAMBRIDGE.—Marshall's (Cambridge), Ltd., Austin distributors.

CHATHAM.—Russell's Garages, Ltd., Medway St. Tel. Chatham 5693 (3 lines). Austin dealers.

LIVERPOOL.—Voss Motors, Ltd., 42-44, Renshaw St. Tel. Royal 5653. Distributors and retail dealers.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

LONDON N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Austin retail dealers.

LONDON S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4591 (3 lines). Retail dealers.

PETERBOROUGH.—Marshall's (Cambridge) Ltd., 63, Bridge St. Tel. 4641/2/3. Austin distributors.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1139/9. Austin retail dealers.

STAINES.—Staines Motors, Ltd., 182-4, Kingston Rd. Tel. Staines 545. Austin area dealers.

WESTCLIFF-ON-SEA (Essex).—Southeast Motor & Aero Co., Ltd., 648-656, London Rd. Southend 45222. Distributors.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Austin dealers.

BEDFORD

BICESTER (Oxon).—Laytons Garage, London Rd. Tel. Bicester 35. Bedford commercial dealers.

BRIDWATER (Somerset).—Real, Medland & Wills, Ltd. Tel. 2639. Bedford area dealers.

EAST TWICKENHAM (Middx).—Grant's Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216. Bedford main dealers.

LONDON N.W.9.—Spurling Motor Bodies Ltd., Edgware Rd. Tel. Hyde, Hendon. Colindale 7171. Main agents.

LONDON S.W.9.—Keith & Boyle (Ldn.) Ltd., Termini House, 30, Clapham Rd. Reliance 4211 (7 lines). Main dealers.

ROYSTON (Herts).—Longdon's Garage, Ltd. Tel. Royston 2281/2. Bedford dealers.

SILCHESTER (N. Reading).—Lovegrove & Lovegrove, Ltd. Tel. Silchester 208. Bedford agents.

SOUTHPORT.—The Southport Engineering Co., Ltd., King St. Tel. Southport 2286. Bedford area dealers.

BRADFORD

CHATHAM.—Russell's Garages, Ltd., Medway St. Tel. Chatham 5693 (3 lines). Bradford distributors.

LONDON N.W.11.—Gordon Cars (London) Ltd., 7-9, Russell Parade, Colders Green. Speedwell 9761. Bradford distributors.

SOUTH KENSINGTON (London, S.W.7).—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

PRESTON (Lancs).—Parish's Motor Exchange, 52-62, Corporation St. Tel. 4113. Bradford main dealers.

COMMER

ANDOVER (Hants).—Bartley & Co. Salisbury Rd. Tel. Andover 2156. Commer dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors) Ltd., Packard Bldgs., Ot. West Rd., Ealing 3400 (7 lines). Official retailers.

COMMER—Continued

BRISTOL 1.—Cathedral Garage, Ltd., College Green. Tel. Bristol 20031. Commer main distributors.

BROMLEY COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Commer main dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 5000. Main agents.

GLASGOW S.E.—James B. Rolinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3969. Commer retail dealers.

GLOUCESTER.—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081/3. Commer distributors.

GREAT HARWOOD (Lancs).—J. H. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Commer main dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Commer dealers.

HALESOWEN (Worcs).—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1635/6. Commer area dealers.

LONDON W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acton 5064 (4 lines). Retail dealers.

LONDON S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3333. Retail dealers.

MANCHESTER 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1343/4. Retail dealers.

ROCHDALE (Lancs).—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 3151. Commer main dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd. Tel. 3185/3186/3187. Commer main dealers.

SOUTH KENSINGTON (London, S.W.7).—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

SOUTH SHIELDS.—Town Hall Garage, Showrooms, Charlotte Terrace. Tel. 57/8. Commer dealers.

STOCKTON-ON-TEES.—Wiggins Garage, Ltd., Norton St. Tel. 53257. Commer dealers.

STOURBRIDGE (Worcs).—Halesowen Motor Works, Ltd., Lower High St. Tel. Stourbridge 57655. Commer area dealers.

FORD

BIRMINGHAM 5.—Bristol Street Motors, Ltd., 164-182, Bristol Street. Tel. Midland 5861/4. Ford main dealers.

BOURNEMOUTH.—F. English, Ltd., 48, Poole Hill. Tel. Bournemouth 5850. Ford distributors.

BROMLEY (Kent).—Soans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4694. Ford main dealers.

LIVERPOOL.—J. Blake & Co., Ltd., 55, Hardman St. Tel. Royal 6622. Ford main dealers.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

WOLVERHAMPTON.—B. Billingham, Ltd., Cleveland St. Tel. Wolverhampton 2032. Ford main dealers.

FORDSON

BARKING.—Barking Garage & Engineering Co., Ltd., Wakering Rd. Rippleway 0333 (5 lines). Fordson retail dealers.

BOURNEMOUTH.—F. English, Ltd., 48, Poole Hill. Tel. Bournemouth 5850. Fordson distributors.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. 4797. Fordson main dealers.

MORRIS

COLNE (Lancs).—D. Kitchen, Ltd. Atlas Garage Tel. Colne 404/5. Morris dealers.

MORRIS—Continued

COLWYN BAY (N. Wales).—Braid Bros., Ltd., Victoria Works, Conway Rd. Tel. Sales 2264. Service 2281. Distributors.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris-Commercial retail dealer.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1139/9. Morris retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris dealers.

MORRIS-COMMERCIAL

ABERDEEN.—Torn & County Motor Garage, Ltd., 19, Justice Mill Lane Tel. Aberdeen 22399. Distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404/5. Morris-Commercial dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Morris-Commercial retail dealer.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital St. Tel. 3067 (3 lines). Morris - Commercial distributors.

EPSON (Surrey).—The Woodcote Motor Co., Ltd., Church St. Epson 1234 (5 lines). Morris Commercial distributors.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075. Retail dealers.

LONDON N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tudor 2291/3. Morris-Commercial retail dealers.

LONDON S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Hop. 2562. Morris-Commercial retail dealers.

SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Rd. Tel. Burnham 400. Morris-Commercial retail dealers.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1139/9. Morris-Commercial retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris-Commercial dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. York 2396. Morris-Commercial area dealers.

PERKINS DIESEL

BROMLEY COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Perkins Diesel agents.

STANDARD

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway. Tel. 1666. Standard area dealer.

CHATHAM.—Russell's Garages, Ltd., Medway St. Tel. Chatham 5693 (3 lines). Standard area dealers.

GLASGOW C.3.—Macharg, Rennie & Lindsay, Ltd., 28, Berkeley Street. Tel. Douglas 6646/7/8. Distributors.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1139/9. Standard retail dealers.

STAINES.—Staines Motors, Ltd., 182-4, Kingston Rd. Tel. Staines 545. Standard area dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Standard dealers.

RELIANT

LIVERPOOL 1.—The Bee Cycle & Motor Co., Ltd., 2-6, Upper Newington off Renshaw St. Royal 6375. Distributors.

THAMES

ENFIELD (Middx).—Chasides Motor Co., Ltd., 2-6, Great Cambridge Rd. Enfield 3496 (4 lines). Retail dealers.

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO
VAUXHALL self-drive 1950-1953 Wyvern, Velox, heater, costs £7 (\$19.60 U.S.) per week, winter 4gns. (\$11.75 U.S.) per week, small mileage charge; alternative rates, radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garages Ltd., 1, Peterham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R]

WM WELBECK MOTORS, Ltd.
FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R]

MANCHESTER—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1537. [0646/R]

YORKSHIRE—Drive Yourself (Hull), Ltd.—A30s, Minors, Oxforda—362, Anlaby Rd., Hull. [5787]

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Lea, 36, Mackenzie St., Slough 20501. [0132/R]

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5696. [M4049/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Par. 9664/5. [0466/R]

LONDON's lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-21, Dolphin Square, S.W.1. [0042/R]

SELF-DRIVE hire, inclusive terms, 1952 saloons, Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [0456/R]

SELF-DRIVE post-war Morris, Austin A40, Morris Minors—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [9064]

HAROLD R. HILLS GARAGE—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 6229. [0551/R]

WIMBLEDON CAR HIRE—Self-drive specialists, 1951 and '52 Austin A40s and A70s from £2 a day.—Mansel Rd., S.W.19. Wimb. 3934. [0811/R]

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432). [0679/R]

1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightbridge, S.W.1. Tel. Ken. 6428 and Bay. 5229 (Garage). [2956]

FORD self-drive or chauffeur-driven hire service with Zephyr, Consul or Prefect saloons, from £1 per day, also cheap unlimited mileage rates.

GEE CARS, Ltd. 60-62, Queenstown Rd., S.W.6. Mac. 3563. [0091/R]

24 Hours from 20/-; also new Zephyrs, Consuls, 24 Oxfords, Somersets, etc., request tariff.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/6901. [0518/R]

THE Truman Plan—Free Car. Free petrol. You pay on mileage, e.g., A40 6d per mile, no extras.—Tel. Bayswater 6415.—Trumans Garages, Queensway, W.2. [0686/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532, 280, Milkwood Rd., Herne Hill, S.E.24. [0685/R]

COLLOMS CARS 30/- per day, 60 free miles, then from 3d per mile; Austin 16's, A40's, A70's, Vanguard; chauffeur-driven cars available.—292-300, Lonsark Rd., W.9. Mai. 5134 and 5651. [M1055/R]

SELF-DRIVE—Coming on leave, visiting Britain? Keenest rates, reduced charges extended periods; 50 latest models—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/9. [0031/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur-driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0094/R]

NEW cars in perfect condition; self-drive from £1 per day and 6d per mile, including petrol, oil and insurance; minimum mileage over 60 miles per day; overseas visitors receive special attention.

WILSON'S CAR HIRE SERVICES, Ltd., M. Acre Lane, S.W.2 (Tel. Brixton 4011) and at 1, Dorking Rd., Epsom (Tel. Epsom 5901). [0602/R]

DRIVE yourself hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—R. P. Edwards, 154, St. Titchfield St., London, W.1. Museum 6366 and Langham 0012. [M2003/R]

SUSSEX MOTORS—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Vanguard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.8 (near Marble Arch) Pad. 5306 and Amb. 5025 [0589/R]

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POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—G.P. (Batham), Ltd., 26, Batham Hill, S.W.12 (100 yds Clapham South Tube), Bath. 1107-9-9. [M2024/R]

OVERSEAS visitors: a fleet of 1952-3 Austin Drivehires saloons for hire to drive yourself; send for illustrated brochure to Drivehires Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehires stations throughout Britain. Also available for home market. [0211/R]

5 days for £5, or £1 per day, 50 free miles per day or unlimited mileage; business or pleasure tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4. Can. 1131. 20, Grosvenor Place, Victoria, S.W.1. Slo. 9544. 53, Kings Rd., Chelsea, S.W.3. Slo. 0444. [0507/R]

LUXURY travel at low cost in Britain and Europe. 350 new Jaguars, Austins, Fords, from £2 a day for 70 miles, then 3d a mile, or 70/- a day unlimited mileage. H.M.V. radios, heaters, roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C.—J. Day, 8/9, Loan Place, Kensington, W.8. Fre. 6000; or 215, Brompton Rd., S.W.3. Ken. 1108. [0491/R]

DO a "good deal" better with Cart Bro on self-drive or chauffeur hire, best cars, best terms, with choice of tariffs, from nearest of 5 branches.—Der. 6678-9. Renewal 6395. Uplands 4811. Hounslow 4606. Watlington 1000. South Gate 29. [M4049/R]

HIRE a car as private as your own from Victor Britain, the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Victor 6-cylinder from £1 a day or £6 a week and an easy 8d per mile, all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 124, Rye St., London, W.1. (Tel. Grosvenor 4851); or 11, St. Cuthbert Place, Marble Arch, W.1 (Tel. Ambassador 2814). [0772/R]

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WANTED to hire for 5 or 6 months, Jaguar, Riley or Ford Zephyr, without mileage restriction.—Box 1267. [1606]

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A.O. (Always open), N.S. (Not Sunday).
A SHIPORD Middel-Herbert & Mills Ltd., Church Rd., R.A.C. & A.A. reps. Tel. 2678. 290. A.O. [2222/R]

BRADFORD, Yorks.—Eric S. Myers, Ltd. No worry depots, Drill Parade, Belle Vue, Bradford 25605. [0518/R]

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [0769]

PIRIBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Piribright, Brookwood 2201/2. A.O. [2221/R]

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RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

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ROWLAND SMITH will quote for your car in part exchange, highest allowance for motor cycles and 3-wheelers, particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantees not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R]

RON MCKENZIE invites you to his Motor Cycle & Car Exchange Centre at 961, Chester Rd., Stretdon, 2 miles E.H., Manchester, open to 8 p.m. and week-ends; terms if required. [0025]

EXCHANGE your car for a new or used motor cycle or combination, we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice, terms over 18 months.—Fride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R]

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GENERAL import/export company in Amsterdam wishes to contact British manufacturers anxious for representation in British East Africa.

COMPANY, which is well established, is interested in extending its representations in British East Africa to cover particularly motor cars, motor lorries, agricultural implements, in addition to general goods. Full information regarding both methods of operating.

A and existing trading conditions in the territory will be supplied to genuine enquiries.—Write Box 7107, c/o Charles Barker & Sons, Ltd., 31, Budge Row, London E.C.4. [1955]

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RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0222/R]

J. DAVY, H.M.V. car radio, accredited dealers, South's Radiomobile, sales and service.—Fremantle 6000. [1291]

MOTOROLA, world's finest motor radio, sole licensee and registered user.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics. The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1957. [0162/R]

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GROU & Co. (COACHBUILDERS), Ltd., 2, Ifor Rd., Hammersmith. Riverside 1048.—All types of coachwork. [0509/R]

TRICKFORD, Ltd., Coachbuilders, 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5358.—Repairs executed of every description. [M4029]

JACK HANCLAY Coachbuilding Works can undertake all classes of repair work at their Merton Park, Lombard Rd., S.W.19. Liberty 7222-7. [M1062/R]

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reconditioning, trimming and conversions, special facilities for overseas.—Mortlake Rd., Kew. Ric. 5625-6. [0548/R]

BUCKET seats, light steel frames, 27.6; upholstered with sprung cushion 32.5; tubular framed, trimmed from £4/15; light alloy frames 14in 65/-; 16in 65/-; 18in 65/-; 20in 65/-; 22in 65/-; 24in 65/-; 26in 65/-; 28in 65/-; 30in 65/-; 32in 65/-; 34in 65/-; 36in 65/-; 38in 65/-; 40in 65/-; 42in 65/-; 44in 65/-; 46in 65/-; 48in 65/-; 50in 65/-; 52in 65/-; 54in 65/-; 56in 65/-; 58in 65/-; 60in 65/-; 62in 65/-; 64in 65/-; 66in 65/-; 68in 65/-; 70in 65/-; 72in 65/-; 74in 65/-; 76in 65/-; 78in 65/-; 80in 65/-; 82in 65/-; 84in 65/-; 86in 65/-; 88in 65/-; 90in 65/-; 92in 65/-; 94in 65/-; 96in 65/-; 98in 65/-; 100in 65/-; 102in 65/-; 104in 65/-; 106in 65/-; 108in 65/-; 110in 65/-; 112in 65/-; 114in 65/-; 116in 65/-; 118in 65/-; 120in 65/-; 122in 65/-; 124in 65/-; 126in 65/-; 128in 65/-; 130in 65/-; 132in 65/-; 134in 65/-; 136in 65/-; 138in 65/-; 140in 65/-; 142in 65/-; 144in 65/-; 146in 65/-; 148in 65/-; 150in 65/-; 152in 65/-; 154in 65/-; 156in 65/-; 158in 65/-; 160in 65/-; 162in 65/-; 164in 65/-; 166in 65/-; 168in 65/-; 170in 65/-; 172in 65/-; 174in 65/-; 176in 65/-; 178in 65/-; 180in 65/-; 182in 65/-; 184in 65/-; 186in 65/-; 188in 65/-; 190in 65/-; 192in 65/-; 194in 65/-; 196in 65/-; 198in 65/-; 200in 65/-; 202in 65/-; 204in 65/-; 206in 65/-; 208in 65/-; 210in 65/-; 212in 65/-; 214in 65/-; 216in 65/-; 218in 65/-; 220in 65/-; 222in 65/-; 224in 65/-; 226in 65/-; 228in 65/-; 230in 65/-; 232in 65/-; 234in 65/-; 236in 65/-; 238in 65/-; 240in 65/-; 242in 65/-; 244in 65/-; 246in 65/-; 248in 65/-; 250in 65/-; 252in 65/-; 254in 65/-; 256in 65/-; 258in 65/-; 260in 65/-; 262in 65/-; 264in 65/-; 266in 65/-; 268in 65/-; 270in 65/-; 272in 65/-; 274in 65/-; 276in 65/-; 278in 65/-; 280in 65/-; 282in 65/-; 284in 65/-; 286in 65/-; 288in 65/-; 290in 65/-; 292in 65/-; 294in 65/-; 296in 65/-; 298in 65/-; 300in 65/-; 302in 65/-; 304in 65/-; 306in 65/-; 308in 65/-; 310in 65/-; 312in 65/-; 314in 65/-; 316in 65/-; 318in 65/-; 320in 65/-; 322in 65/-; 324in 65/-; 326in 65/-; 328in 65/-; 330in 65/-; 332in 65/-; 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BRAKES, immediate delivery all spares, cables and shoes for Girling, Bendix and Lockheed systems; trade enquiries invited.—The Headingley Motor & Engineering Co., Ltd., 8, Oxley Rd., Leeds, 6. Tel. Leeds 52627-8. [0065/R]

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ZENITH carburettors.
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SERVICE tuning repairs.
SOLE distributors.
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OFFICIAL S.U. and Sole agents; large stocks of private and commercial, new and replacement, S.U. and A.C. fuel pumps; prompt postal service. [0103/R]
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MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (3 minutes Norbury Station). [0260/R]
ZENITH, Sole, S.U., new and replacement units and spares.—John Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3454 (4 lines). [0023/R]
COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R]
BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R]
VOKES Gasmaster for increased mileage; prices of all models, 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey, Emb. 252/4. [0575/R]
OFFICIAL Zenith, Stromberg, Sole and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters, prompt attention to postal enquiries.—Lime St. Garage (L'pool), Ltd., Bolton Liverpool, 3. Royal 3232-33. [0252/R]

CAR CARPETS

WOOL pile and rubber carpets tailored to fit your car.—Jack Barclay Service Works, Lombard Rd., S.W.19. Liberty 7222/7. [M1082/R]
WOOL pile and rubber-backed carpets, ribbed Harbours and rubber mats, link mats, tailored to fit all models, popular colour range, state model, hp, year.
UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps; prompt delivery, carriage paid.
THE CAR MAT CO. Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. [0164/R]
CAR COVERS
"SILVERNOIL" car covers, new process silver sheeting, 100% waterproof, welded seams, reinforced eyeletting, 9ft x 8ft, 27/6; 12ft x 9ft, 37/6; 15ft x 12ft, 55/6; 18ft x 12ft, 77/6 post 2/-; heavy cotton duck sheets, rubber faced waterproof, unwaterproof, eyeletted, 6ft x 7ft 6in, 30/-; 15ft x 7ft 6in, 60/-; 18ft x 12ft, 140/-; 18ft x 15ft, 150/-; post 2/6. Dust sheets, made from superfine parachute material, complete cover for 8-12hp, 40/-; 14-20hp, 60/-; post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkwood 2705. [0321/R]
CHROMIUM PLATING
REFLECTORS heavily resilvered, lacquered, to our 5-year durability guarantee; 8/-; 12 hours service.—Tewkesbury Plating Co., Tewkesbury, Glos. [8367]
HEADLAMP reflectors heavily electroplated, 100% silver, mirror finish guaranteed, 5/9 each; returned day received; send P.O.—R. E. Facker, Slon Place, Clifton, Bristol. [1271]
HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beraford, 18, Boston Place, Marylebone, N.W.1. Pad. 8905. [0075/R]
CUT your plating costs on rechroming all car fittings.
C highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., East. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R]

CLOTHING, ETC.

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at lowest prices; write for new illustrated list, price cat.—995-921, Fulham Rd., London, S.W.6. Renown 6174. [7202]
CRANKSHAFTS
STOCKS & SON, Ltd.
RECONDITIONED crankshafts, with bearings, for sale or exchange; most makes in stock, private and commercial.—Bal. 4925, 11, Balham Grove, S.W.12. [0703/R]

CYLINDER BLOCKS

REPAIRED without distortion by electrodeposition at 60° Fahr; no dismantling except for internal fractures, tensile strength greater than original, repair guaranteed; process as approved by A.A. and R.A.C.—Plateauweld, 4a, Lottie St., S.E.16. Bermondsey 1486. [0020/R]

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons any distance.—Phases & Sons, 43a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6868. [0783/R]
ENGINES rebored on your premises without removal from chassis, Van Norman process Hespilite piston.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.5. Mountview 4871. [0057/R]
FOR first-class service and outstanding workmanship.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2, and 169-171, Harrow Rd., W.2. Paddington 022 (12 lines). [0096/R]
BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remounted, reboring, sleeving, surface grinding.—32-34, Benham Lane, W. Crofton, Thornton Heath 4124. [0310/R]
STANTON & SWEET (Battersea 5504-5)—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods remounted, line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.18. [0068/R]
PRECISION super finished rebore with best pistons complete: Austin 7 7/2", popular 8 10hp 4.5, 4-hr. service, exchange crankshafts stocked, surface, crankshaft grinding, remounting, drums machined from 3/8".—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5070. [0029/R]
J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remounted, 24-hour service valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, incrustation, scale, corrosion and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R]

DIESEL CONVERSIONS

DIESEL conversions English and American cars, fitted with Perkins diesel engines, full particulars on application.
CONVERSION ROAD ENGINEERING CO., Ltd., Pioneer Conversion Specialists, Official Perkins Diesel Sign-holders, Hadleigh, Essex. Tel. 52721. [1557]
DYNAMOS
PRIDE & CLARKE, Ltd., for new and second-hand dynamo starters, starter batteries, lamps.—Stockwell Rd., S.W.9. Bri. 6251. [0736/R]
ELECTRICAL EQUIPMENT
COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; flats free.
POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). [0620/R]
CLARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [0149/R]
DYNAMOS, starters, distributors, magnetos, repairing and replacements; armatures rewound, exchange, replacements available; complete rewiring all electrical repairs.—A. J. Browning, 75, Lanceland St., London, W.10. Lad. 3841. [0690/R]

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.
IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp; Cam and Mercury new Ford 8hp, 10hp and V.8 30hp engines, exchange Ford 8hp, 10hp and 30hp gear boxes, exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R]
ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested; guaranteed six months.
ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R]
AUSTIN 7 reconditioned engines, 5-bearing £34, 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.
B. H. MOTORS, Bignells Corner, South Mimms, B. Herts. Tel. South Mimms 2231-2. [M1020/R]
BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames—Wolsley reconditioned factory exchange units, series II and III.—Kingston 3546. [0467/R]
HUMBER, Hillman and Commer engine specialists, reconditioned Minx £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.
J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, R. Coulsdon, Surrey. Uplands 5637. [0718/R]
EXCHANGE reconditioned engines: Austin 1935 to 1953, big 7-8-10-12-14-16-18-A40-70-90; Morris 8-10-12; all guaranteed; trade prices; immediately from stock.
LOGANS OF JORDANHILL, 125, Whittingehame Drive, Glasgow, W.2. Tel. Western 8521 (5 lines). [0204]
EUSTACE WATKINS, Ltd., Chelsea Manor St., 24, E. London distributors, Wolsley cars, exchange engines supplied for all models; any make of engine reconditioned. [0278/R]
STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer Q4.—Tel. Bal. 4925, 11, Balham Grove, S.W.12. [0764/R]
ROLLS-ROYCE and Bentley engines.—Jack Barclay, Ltd., the largest official retailers and repairers, will be pleased to overhaul your engine in some cases supply replacements.—Lombard Rd., Merton, S.W.15. Liberty 7222/7. [M1082/R]
BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engine for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp A40 and Commercial; Morris 8hp, 12hp and 10cvl vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.
BLACKBIRD HILL GARAGE, Ltd., Kingsbury N.W.9 Colindale 6134-5-8. [0657/R]

ENGINES AND ACCESSORIES

EXCHANGE reconditioned engines for Austin, Hillman, Morris, Singer, Standard, Vauxhall, Wolsley; any make of engine reconditioned, quick delivery, keen prices; high-class work.—Edwards Engineering Co., Ltd., Great West Rd., Brentford, Chiswick 7751-2-3-4. [0136/R]
EXCHANGE engine service to the trade; Austin, Hillman, Morris, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 1752. [0274/R]
FORD V.8 22hp exchange engines, cylinders sleeved standard, crankshafts ground standard undersize, con rods resized, etc., 6 months' guarantee, £48; as above but rebored £40; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Gipsy Hill 3157. [0505/R]
GUARANTEED reconditioned replacement engines, Ford 8-10, £18/10; Morris 8 Standard 8, Austin 8, £22/10; Hillman 10, Austin 10, Vauxhall 10 and 12, £27/10; Ford 22, 30, 32, £40; Vauxhall Velox, £42/10 A40 £10.—J. G. Roberts & Co., Ltd., Eastern Ave., Romford. Tel. 2552/2553. [0056/R]

Engines and Accessories Wanted

WANTED, A40 engine for reconditioning, would exchange 1951 A70.—Totton Commercial Motors, Ltd., Eling Lane Totton, Hants. Tel. Totton 31423. [2049]

GARAGE EQUIPMENT

MINIATURE compressor as supplied to car and cycle manufacturers, now generally available for home or workshop use.—Leedsfield from Alverton Engineering Co., Ltd., Cophall House, Cophall Ave., E.C.2. [0963]
AIR compressors.—Hymatic single-cylinder two-stage 2 1/2 cu ft 800lb, £5/17/6, delivery 5/6; Reavell or Brown & Wade 100lb 33 cu ft, or 300lb 12 cu ft, both £27/10, delivery 20/-; complete mobile compressed plants from £69/10 to £85, at works; air storage tanks from £12/6, and other air accessories.
ADDINGTON ENGINEERING CO., Ltd., Dept. "M", High St., Teddington. [0569/R]

GEAR AND STEERING BOXES

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.
R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, R. Coulsdon, Surrey. Uplands 5637. [0658/R]
STERLING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.9. [0297]
GEAR boxes reconditioned, exchange units available; bench-tested; hundreds in stock; parts available; Scotland's specialists.
LOGANS OF JORDANHILL, 125, Whittingehame Drive, Glasgow, W.2. Tel. Western 8521 (5 lines). [0204]
PRESECTOR, de Normanville, Cotal gear boxes, repairs, spares, exchange units; all types of gears manufactured.—H. & A. Engineering, 55, Grant Rd., Crofton. Add. 2531. [0501/R]
PRESECTOR gear boxes as fitted to Daimler, Armstrong Siddeley, Riley cars, etc.; repairs and adjustments.—Arcot Engineering Ltd., 169, Fulham Rd., S.W.3. Kensington 7301. [0121/R]
19/6—Steering nuts for all types of cars including the following from 19/6: Ford, Hillman, Singer, Standard, Rover etc.; steering boxes reconditioned.—Witham's, 15, Balham Hill, S.W.12. Battersea 3280/3769. [0744/R]
RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied trade discounts.—Ken Spares & Motor Engineers, 5-7, Pembridge Mews, London, W.11. Bayswater 9377. [0473]
RECONDITIONED gear boxes offered on our exchange plan for practically all makes of cars, tested before despatch; stock models, Ford, Morris, Austin, Vauxhall, Standard, etc.; exchange units, 12 ft. H.C.V.; in cases where no service box is available we can probably recondition or repair your gear box; send it to us for free estimate.
ADDINGTON ENGINEERING CO., Ltd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0049]

GENERATING PLANT

TV without mains—picture equal to mains supply; as supplied to the B.B.C.; special Chorehora AC/DC petrol-electric generators, self-starting, self-contained, compact, AC voltage 220/250, 50/60 cycles, 250-500 watts; will also run radios, vacuum cleaners, small tools, etc.; DC output will charge batteries for permanent lighting £47/10, delivery 10/-.
ADDINGTON ENGINEERING CO., Ltd., Dept. "M", High St., Teddington. [0761/R]

HEATERS

CAR heater, comfort and safety assured by fitting a Delaney Gailay heater, suitable all makes.—Particulars from Delaney Gailay, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201, Open Saturdays. [0599/R]

HOODS, SCREENS, CELLULOSE, ETC.

COUPE and tourer hood specialists and all interior trimming hood supplied, postal service; first-class only.
CONNELL BROS., 695, High Rd., Leyton, E.10. Ley 7223, 7, Highfield Rd., N.21. Lab. 2608. [0107/R]
HOODS and all interior trimming work.—F. A. Wren Coach Trimmers, 13, Park Mews, Camden High St., N.W.1. Tel. Euston 1065. [0075/R]
FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialists.—Freeman, 109a Park Rd., N.: Bolo Bridge Rd., Acton, W.3. Acton 2134. [0599/R]
TICKFORD, Ltd., coupe specialists, estimates given for re-covering hoods and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. [0599/R]
"SPRAYING Handbook", Revised Ed., covers all types of painting, plant and estimating, etc.; 3/6; paints, cellulose and allied sundries, 1953, list free.—Leonard Brooks, 19, Oak Rd., Harold Wood, Romford [0768/R]
COUPE trimming service, hoods, sidescreens, etc.; vintage car specialists; retrimmed in makers' styles; our 25 years' experience is at your service.—Knights North St. Carshawton, Wallington 6587, Sat. 6 p.m. [1813]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

HOODS, CELLULOSE, ETC.

PILCHERS, 314, Kingston Rd., Wimbledon Chase, London, S.W.20. Liberty 2350. Body repair and painting works by all processes, private and commercial. Trade enquiries invited. Estimator will call without obligation. [0745/R]

READY-TO-FIT replacement hoods for most makes, including M.G., T.F., and J. models, £6/15; Morris, Austin, Standard, £7/15; other prices on application, postal service send for details—London Trimming Co., 40, Queen's Gate Mews, S.W.7. Western 3663. [0739]

RECELLULOSING carried out by specialists—Jack B. Barclay, Ltd., the Rolls-Royce Repairers, will be pleased to recellulose your car, whatever the make, also trimming service, including the supplying and fitting of new hoods—Lombard Rd., Merton, S.W.19. Liberty 722/7. [M1062/R]

NEW! "Vybak" crystal clear flexible sheet for side screens and back lights of folding hoods, does not crack or discolour and is non-flam.; sheets 50in x 26in x 40 thou., 28/-; post 1/-; samples from sole London stockists—Bly's Plastics (A), Empire Arcade, near 370, Upper St., "Angel", London, N.1. Can. 5242. [0664/R]

72 in black double-texture car hooding, 20/- yd.; 54in head lining, 7/6 and 11/6 yd.; 54in black grained top-ping, 9/6 and 14/- yd.; leathercloth, wing pinning, draught excluding, rubber strip, etc.; stamp for samples; please state requirements—Savage & Co., 171, Upper St., Hanwell, W.7. Ealing 1950. Open Sats. [1956]

INDEPENDENT SUSPENSIONS

FORD owners fit Nordex independent front suspension to your car and enjoy 100% cornering and road holding. Immediate delivery, price £26/10. [0169/R]

NORTH DOWNS ENGINEERING CO., Westway, Caterham Surrey Caterham 2565. [0169/R]

FRONT suspension unit service, exchange for Vauxhall (all types), Opel, Chevrolet, Packard, Chrysler, Buick Pontiac and other makes of American and Continental cars; quick service and DeKo Lovejoy American-type shock absorbers.

LANARK AUTO ENGINEERS, 256-262, Lanark Rd., Maids Vale, London, W.9. Tel. Maids Vale 4473. [0151/R]

INSURANCE

ANDREW & BOOTH, Ltd.

A&B London's leading brokers (cover notes by return).

A&B Example 5hp; third party 12 months from £5/12/6.

A&B Special rate for business cars and commercial (all types), policies available for 2, 3, 4 and 6 months, or any other period required.

A&B Call, write or phone now for 22hp booklet and quotation; open 9-6; Dept. A.

ANDREW & BOOTH, Ltd., 37, Sheen Lane (Markale Station), S.W.14. Prospect 1061 15 lines. [0580/R]

INVINCIBLE premiums by convenient instalments.

INVINCIBLE no claim bonus up to 35%.

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INVINCIBLE POLICIES, Ltd., 7, Whittington Avenue, London, E.C.3. Tel. Mansion House 2961. [0574/R]

COMPETITIVE premiums for vehicles of any year; instalment or annual premiums—Jones (Brokers), 55, North St., Romford, Tel. 7521. [0607/R]

BRACKPOOLS—Low rate, immediate cover, short period terms, easy payment, Motor Insurance Scheme; quotations by phone or return of post, write call or phone.

MOFFATT & Co., 796, High Rd., Tottenham, N.17. Tel. 2003-5. [0256/R]

REDUCE motoring expenses, 10hp from 51/4 year country, N.C.B. quotations, free, all leading companies represented—Fisher & Co., 7, The Parade, Hounslow West. [0690/R]

DEFENCE, Ltd.—Lowest first payment, longest deferred terms, cover on demand or by return post, prompt service—740, Barking Rd., Plaistow, London, E.13. Granewood 6069. [0604/R]

RAYMOND WAY insurance office can arrange your motor policy, quotation by return, immediate cover. Write, call or phone Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). Open till 7 p.m. 6 days a week. [0632/R]

LICENSE and insure your car in five minutes at Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1 (opposite County Hall Motor Licensing Dept.); lowest rates summer policies, instalments immediate cover for any make, any age, best terms obtained for any class or risk. Waterloo 6075. [0652/R]

LOOSE COVERS

TAILORED loose covers for all cars, pre-war models a speciality in—

BEDFORD cord, cotton duck and other attractive fabrics, contrasting piped seams, from £10 complete set; price and patterns on request—Quinn Crossways, Hextable, Swanley, Kent. Swanley Junction 2403. [0354/R]

UTO-STYLE tailored seat covers all cars, speciality service Bentley, Daimler, Rolls, etc.—Industrial Cover Co., 22 Queens Mews, Salem Rd., W.2. Bay 7119. [0193/R]

LOOSE seat covers, tailored for every make of car; list and patterns—Taylor & Co., Ltd., Tailors, 62, New Cavendish St., Marylebone, London, W.1. Museum 6456/7. [0210]

THOSE attractive felt and also all-wool Scottish tartan covers you have so much admired are individually tailored by the discerning motorist. If you will kindly write or phone to—

KAROBES, Ltd., Unitas House, 24-25, Livery St., Birmingham (Central 6357/8), we shall be pleased to let you have full particulars. Trade enquiries invited. [0148/R]

FORD tailored loose car covers, Anglia, Prefect, woollen tartan, £4/10, de luxe heavy Bedford cord, £6/6; Consul, tailored Bedford cord, £7/5; also Austin Morris, Vauxhall, Hillman, Mayflower, save 50%; open Saturday mornings—S.C.S., Ltd., "A" Dept., 6, Charterhouse Bldg., Goswell Rd., London, E.C.1. Cite. 8631. [0371/R]

LOOSE COVERS

CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; samples on request, write or tel.—Car-Coverall, Ltd., 168, Regent St., London, W.1. Monarch 1601-3. [0048/R]

MAGNETOS

CLARE'S MOTOR WORKS—Magneto, dynamo and starter exchange service—260, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0239/R]

MISCELLANEOUS

CAR cigarette lighters, illuminated worth 47/6, our price: 20/-; Wilson's Bridge Rd., Stockton, Tees. [9609]

PARTS AND ACCESSORIES

AS WE are now dismantling, 1958 Pontiac, 1934 Packard 8-cylinder, 1935-5 Armstrong 17, 1937 M.G. 15, 1939 Wolseley 15, 1934 Daimler 15, Delage car, Minerva car; Talbot spares from 1929-1935, our large stock of new and second-hand components covers most makes from 1924-1950; try our unrivalled service.

UTOSPARS, 12, South Lane, New Malden, and A Oyster Lane, Blythe, Surrey. Tel. Malden 1695 and Blythe 2994. [00115/R]

EXPORTERS, KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of surplus and second-hand components and accessories; write us for everything. [0420/R]

BROOKS OF EDENBRIDGE, NOW dismantling—

ALVIS 13, 17, 25hp, Bianchi 12, Diatto 2-litre, Hudson 17 and 22, M.G. 2.6, S.S. Airline, Triumph Gloria, Rolls 20, Rover 10 and 12, and many others; open all day Saturdays. [01015/R]

LET us have your enquiries; we have been dismantling vehicles for many years and we may have that part you require.

A. BROOKS (MOTOR COMPONENTS), Ltd., Station Rd., Edenbridge, Kent. Tel. Edenbridge 3269 and 2372. [M1084]

CHESSINGTON SALVAGE CO., Ltd., A SMALL selection of the vehicles we are now dismantling—

'35 A.C. 15; '48 Allard; '35 Alvis Spd. 20 and '39 Ruby; '38 Austin 16; '36 Bedford 8-cwt.; '32 H.S.A. twin; '37 Chevrolet 30; '36 Chrysler Richmond; '34 Citroën 13.9; '34 Hillman 10; '36 Humber 18; '35 Morris 15.6; '39 Morris 10cwt.; '34 10.6; '39 14 and '36 10 S.2; '36 Packard 120; '32 Riley 9; '36 Singer 9 I.P.S. sal.; ex-W.D. Standard 14; '36 Studebaker Dictator; '35 Talbot 79; '35 Triumph 10.3; '34 Vauxhall 14.

IN addition, hundreds of partly dismantled vehicles in stock which, together with our classified stores, cover most makes and models, every enquiry answered.

CHURCH Lane, Chessington, Surrey. [0051/R]

CLARE'S MOTOR WORKS—Change of address.

260, Knights Hill, West Norwood, London, S.E.27. Gipsy Hill 0132. [0132/R]

OUR second-hand spare part and electrical business has now been entirely transferred to above address.

CLARE'S spares, all popular makes, new and second-hand, 1924-48, large stocks; exchange service, quotations by return, approval; established 30 years.—Clare's Motor Works, see above. [0218/R]

LARGE stocks of spare parts always available, now dismantling—

'38 Rover 14; '38 Hillman 14; '37 Standard 12; '36 Ford 8; '37 Wolseley 21, etc., etc.

CONWAY & CO., ACTON, 19, High St., Acton, W.2. Acton 1748. [0624/R]

HARLINGTON CORNER SPARES AND ENGINE SERVICE, A VERY large stock of new and second-hand spares; also reconditioned engines for most makes of cars.

239, Staines Rd., Hounslow, Middx. Tel. Hounslow 8668. "Grams"—Engines Hounslow. [0050/R]

RAYMOND WAY for Bond spares of all types; free advice to all Bond Mincar enthusiasts.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044. Connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards.) [0634/R]

PARTS, gears made, S.H. supplied, gear boxes reconditioned—Stakey & Dart, Newland, Lincoln 11079. [0109/R]

SNOWS for second-hand spares, all popular makes, 1930-50—Snow's 481, Lea Bridge Rd., E.10. Ley-estonstone 5496. [0034/R]

ALL Austin spares pre- and post-war, state chassis number—R. F. Surplice, Austin House, 1-9, Sheet St., Windsor, Berks. [9116]

SINGER—Gordon Cars (London), Ltd., the London Singer Distributors for all spares—St. Albans Lane, Golders Green, N.11. Speedwell 4701-2. [0696/R]

RENAULTS, spares all models—Welham, Renault Sales & Service, Surbiton Rd., Surbiton, E.M. bridge 1673. [0155/R]

VOLKSWAGEN—New lot of genuine spares, suit special cheap—Maids Vale 1351 20, Lonsdale Rd., London, N.W.6. [0328/R]

ALWAYS breaking up cars and lorries, part guaranteed, prompt service—Woodfield & Turner, Parsonsage Mills, Burnley Tel. 5065. [8139]

CARTON FORGE for service, speciality in roasting and tempering springs, 4 days' service—Edgeware Rd., Cricklewood, N.W.2. Gladstone 2242. [0577/R]

CROWN wheels, Morris 8 and 10, 1935-59, etc., £6/15 set; overhauls, rebore, etc.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riv. 2644. [M505/R]

ALL accessories incl. Tel. meters and full range of motorists' needs; see our comprehensive stock—R. Martin, Standard House, Highgate Village, N.6. Mou. 5413-4. [0408/R]

MORRIS minor spares, 1929-34 reconditioned exchange engines, £32/10, send for leaflet—John Wrigley, Station Garage, Vicarage Farm Rd., West Hounslow, Middx. Tel. Hounslow 5163. [0205/R]

PARTS AND ACCESSORIES

SINGER spares, all types recon. steering boxes, distrib. gears, many other spares in short supply—Murphy of Mortlake, 17, Sheen Lane, S.W.14. Pro. 3503. [0406/R]

ELEPHANT MOTORS, Ltd., for pistons, valves, swivel pins and bushes, bearings, clutch and brake lining replacement parts for most makes; full range of accessories, send us your enquiries.

FIBREITE timing gears for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Morris, Isis, Lea-Francis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam-Talbot and various other makes.—97-103 Newington Causeway, London, S.E.1. Tel. Hop. 3262 10773 R

HILLMAN, Humber, Sunbeam-Talbot exchange units, prop shafts, front axle assemblies, radiators, etc., 1936-47.—Hedley Green Garage, Ltd., Barnet 0910. [0552/R]

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock, musical horns, 6- and 12-volt Windtone, write your requirements—11, Great Queen St., London, W.C.2. Tel. Holborn 4463/R. [0266/R]

NOW dismantling, Alvis, Morris, Ford, Austin, Jowett, Singer, Rover, Lancaster, Dodge, Vauxhall and many others, for quick service contact Francis J. Fletcher, Motor Diamantier, 1, Bagot St., Birmingham, 4. [1156]

CROWN and pinions, new stock available for some Morris, Austin, Vauxhall, Ford, Renault, Singer and other cars; enquiries invited, give full details of cars.—Trianon, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0254]

ANNOUNCING Mac Motors, Ltd., spares service, we are now dismantling '37 Raiton 8-cyl., '37 Rover 12, '37 Rover 10, '35 H.S.A. saloon, '38 Singer, '38 Daimler 15, '37 Morris 8, '34 Wolseley 9, '35 Chrysler Airflow.—119, Brighton Rd., Surbiton. Tel. Elmbridge 5430. [0975]

THE Humber specialists; all spares, new and second-hand and W.D. models, new and second-hand gear boxes, Super Snipe high-speed diff. units, all parts for 4-wheel drive—Harrish Garage, Maripit Lane, Coulsdon Surrey, Uplands 5057. [0400/R]

DISMANTLING 1936 M.G. 2-litre, 1937 Wolseley 16, 1949 Standard 8, 1947 Austin 10, 1939 Talbot 21, 1939 Alvis 12, 4 other Alvis, 5 Talbots, 20 Morris cars, 15 Wolseleys, hundreds of others, phone for Rapid C.O.D. Postal service, everything in axlehafts and wheels.—Wards Motoympha, Oswestry, Tel. 480. [0424/R]

BURT'S MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D. Humber, Lanchester, 10, Utility Motors, 10, Singer, 10, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc. Linings, gaskets, King pins and electrical equipment, etc., and bushes, lamps, pumps, slingers, tools, tyres, competitive prices.—118, High St., Colliers S.W.19. Livery 2661 and 4734. [0418/R]

T. P. BREEN, Ltd.—Dismantling Austin 7hp 1934, 6hp 1935, 10hp 1934/5, 12/4 1935; Standards 10 and 15 hp 1934, 12hp 1937, 20hp 1939; Alvis 12 1934 and Speed 20 1936/7; Vauxhall 14 10X, Singer Le Mans 9hp and 10-litre, Lea-Francis 1937, Wolseley Hornet, M.G. 2-litre 1932 and 2-litre, Triumph Gloria 10 and 12hp; Talbots 14, 15, 21, Morris 8, 10, 12, Rover 10 1937, 14hp 1935, 16hp 1937, Hudson 1935; Armstrong 12, 14, 17, Lancia Bentley Deane, etc.—Digby Rd., Huddersfield, N.10. Huddersfield 2393. [0913/R]

LOST the use of your car, let Wards supply those replacement parts, we guarantee satisfaction; cars now being dismantled—1935 Austin 7 10 12/18hp, 1936 Citroën 12, i.v.d., Humber Snipe 1935, 1934 Morris Minor, 1934 Morris 10 and 10.6, 1935 Riley 12/4, 1935 Riley 9hp, 1936 Singer Bantam, 1932 6 Standard 6hp, 1937 Standard 14hp, 1936 Triumph 16hp, 1937 Wolseley Hornet, 1935 6 Wolseley Wasp, etc. Thousands of parts too numerous to list of cars already dismantled; large stock of new parts for rear axles and gearboxes; also exchange rebuilt steering columns, gearboxes and differential assemblies.—Wards Motor Stores, 125, Leasowes Rd., Walsley, Tel. 4151. [0131/R]

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GALLAY, Ltd., give immediate service in repairs and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.

GALLAY, Ltd., specialists in new radiators, fuel tanks and oil coolers for racing and sports cars.

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REPAIRS of every description, insurance work a speciality, trade enquiries invited; panel beating, reconditioning and trimming under personal supervision. **E. HAGGER**, Oak Tree Rd. (facing Lord's Cricket Ground), N.W.8. (M2044/R

SHIRLEY, Croydon.—Complete overhauls and repairs, also cellulose spraying by qualified workmen.—Ham Garage, 274, Wickham Rd., Shirley. Add. 2220. (0024/R

CRAKED cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1286. (0122/R

ACCIDENT repairs of every description carried out; insurance work a speciality, panel beating, welding, reconditioning, trimming.—Jack Barclay Service Works, Lombard Rd., S.W.19. Liberty 7222/7. (M1062/R

UXBRIDGE—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car; large stock of Vauxhall spares always carried.—Uxbridge 757. Maidenhead 787. High Wycombe 2551. (0078/R

GALLAY, Ltd., can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 103-109, Scrubs Lane, Willesden, N.W.10. Ladbrooke (0857/R

AXLESHAFTS RECOVERY CO. (Myers Process).—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of spinning undertaken; hub rebuilding or respinning a speciality; all sizes, inner or outer, excellent service.—Montrose Motors, Ltd., Wembley 2636/4443. (0706/R

U.S. CONCESSIONAIRES, Ltd., offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Road, 552-4); and 5, Jubilee Place, Wandsworth (Wandsworth 752-3). (0613/R

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MT.D. M.G.s. beautifully made; £6/19/6, car; paid.—George Grose, Ludgate Circus, London, Central 5561. (0454/R

PORTAGRID telescopic roof rack, one model fits any car; 87/8. Parr Equipment Co., Ltd., 30 Avonmore Rd., W.14 (opposite Olympia), Fulham 4211. (0114/R

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WATMAC "Dragonman" patent detachable roof rack suitable for any saloon car, fitted or removed in minutes without alteration to car; from 6 to 8 guineas; state make, year and h.p.

WATNEY MOTOR ACCESSORIES CO., LTD., Blaby, Leics. (0239

VICTORIA expanding roof rack now fits any car, quickly interchangeable, strong, lasting, £5/12/6; standard rack, £4/12/6; Alpine rack, also also Victoria Claw, 15/-; tarpaulins.—From your garage or world concessionaires, G. G. Norman & Co., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. Victoria Motorcars, Ltd. (0656

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EXPRESS REPLACEMENT SERVICE—wholesale and retail.
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D.W. PRICE.

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32/6—Exchanged and reconditioned shock absorbers.—At low prices.—Witham's, 18, Balham Hill, S.W.12 Battersea 3280/3769. (0449/R

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ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. New exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or MAIN distributors:—

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PARR EQUIPMENT Co., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211 (3 lines). **B**IRMINGHAM, West Midlands and Central Wales:—

MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham 27. Acocks Green 0901.

EAST Midlands, Eastern Counties and South Yorks:—
DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507.

NORTH-WEST England:—

BRACEHURDLE MOTORS Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.

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SPECIAL telescopic conversion for Austin Cambridge: 45/- per unit complete. (0496/R

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CURLING-LUXAV largest distributors; complete new assemblies on exchange basis immediately.

JOHAN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulsa Hill 3434. (0356/R

TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

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THE London main distributors for "Rotoflo" and "Telaflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6368 and 6344.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

We are equipped to give over-the-counter service which includes complete rebushing of your linkage, for dampers to fit most cars.

POSTAL and rail orders are dispatched within one hour of receipt of your old units.

We specialise in supplying dampers and special linkages for foreign and "non-standard" cars; full discount to the trade.

RECONDITIONED shock absorbers, exchange service. Popular types 52/6 each; list free.—Young's 52, Tooting Bec Rd., London, S.W.17. Balham 7791. (0427/R

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luxav, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 7265-6. (5143

GIRLING, Luxav, Armstrong and Woodhead-Monroe shock absorbers immediate delivery all types; genuine makers' parts only; trade enquiries invited.—The Headingly Motor & Engineer's Co., Ltd., 8, Otley Rd., Leeds 4. Tel. Leeds 53627/8. (0634/R

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gars 4141. (0260/R

SCOTLAND.—Armstrong, Girling, Luxav, Newton, Woodhead-Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 5. Tel. 26267. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 4137. (0550/R

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SERVAIS straight-through silencers and assemblies must improve the performance of all cars, fitted by the leading manufacturers; immediate delivery of popular types.—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 6789. (0654

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SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. (0163/R

YOUR speedometer reconditioned, 16/- to 28/-; guaranteed six months.—Bradshaw, Speedometer Specialist, 62, Kenmore Drive, Bristol. (1599

PRIDE & CLARKE, Ltd.—All spares in stock, speedometers repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd. S.W.9. Bri. 4251. (0142/R

AUTO TEMPO METER Co., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables, all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terr-inus 0635-3. (0536/R

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LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. (0312/R

NEW springs, immediate delivery, front and rear, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

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WEST LONDON REPAIR Co., Ltd., Wim. 6316-7. —Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. (0251/R

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CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger, can give early delivery of installations for M.G., Morris Minor, Oxford, Austin A40, all Fords, Riley 1½-litre, Standards, Triumphs, Citroens, Hillman, Bristol, Humber, Sunbeam-Talbot, Wolseley 6-80 and other cars.

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MARSHALL Nordec supercharger, unused fit Ford 10hp; £50 or near offer.—Hopkinson, 106, Doncroft Ave., Coventry (Tel. 5065). (1951

MARSHALL-NORDEC low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders, prices from £50 complete with all fittings.

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SECOND-HAND car tyres.—400×17, 18, 19; 450×17, 18, 19; 475 and 500×16, 17, 18, 19, all 32/6 each; 525, 550, 575×16, 500×20, 35/- each; 550×17, 18, 19, 40/- each; 600×15, 16, 17, 18, 19, 45/- each; 600×20, 50×5, 52×6, T.T., 52/6; 32×8, heavy duty, 72/-; 34×7, 36×8, heavy duty, 96/-; carriage paid; money refunded if returned unused within 7 days; send cash with order.

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EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

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TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to—

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). (0150/R

VETERAN banded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (0595/R

PRIDE & CLARKE, Ltd., for ex-Government and remould tyre bargains; quotations by return; state size required.—Stockwell Rd., S.W.9. Brixton 2026. (0173/R

BULL'S.—A tyre for every job, prices reduced, new and remoulds, call or let us quote, let us remould your own covers.—Bull's Rubber Co., Ltd., 73, Shaftesbury Ave., W.C.2. Tel. Tem. Bar. 1747. (0774/R

TYRES and tubes (used and remoulds), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also banded and obsolete tyres; all commercial ex-W.D. tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. (0688/R

TYRES—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 544 and 5422. Wires: Goswelltyre, Norwest, London. (0087/R

TYRES, sound, part used; car sizes, 350 to 500, 33/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included; quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days; cash or P.O. with order to Jaynes Tyre Co. (Dept. A.C.) 68-72, North Wharf Rd., London W.2. (0163/R

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ALL types of wheels repaired, replacement service.—W. & L. Page, Putney Rd., Brentford, Middlesex. Tel. Ealing 5538. (0680/R

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CLAIRE'S MOTOR WORKS—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. (0628/R

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AUSTIN T. 1952-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. (0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windcreens, Ford, Austin 7 fixed and sliding windows for utilities. Bishopsgate 9611-5. (0606/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 172)

GARAGE, Leamington: nice house; good profits: freehold, £5,250.—14, Leyborne Park, Kew. [1954]

PETROL station and garage, S.E.15; 2 pumps; good profits; lease 15 years; bargain, £5,500 a.s.—Pad. 5674. [1952]

MOTOR engineering, N.W.5; 7,000 sq ft workshops, comprehensive plant; turnover £9,000 p.a.; scope double; price £4,500.—Box 1435. [1952]

MESSERS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 25294), offer the following:—**HERFORD**.—Garage and car sales, newly built premises, 5,200 sq ft, excellent house; all at £5,000.

DORSET.—Main road garage filling station and car hire business; two modernized cottages with vacant possession; all at £5,500.

SUSSEX.—Good main road position garage and filling station with modern bungalow; all at £6,800 a.s.v. **ID-SUSSEX**.—Corner position on trunk road garage and filling station with house; petrol 60,000 gals. p.a.; all at £10,500 a.s.v.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021A]

INTERESTING filling station and garage properties on main roads and in flourishing market town in West Country.—Full details from Cooper & Tanner, Ltd., 14 North Parade, Frome, Som. [2027]

EAST LONDON.—Profitable garage and filling station with two large residences; petrol sales approximate to 78,000 gals. p.a.; price freehold £9,000, including goodwill, fixtures and fittings, s.a.v.; owner retiring. **WILTSHIRE**.—Expanding garage and motor engineering business in good main road position; 3 petrol pumps and possessing good petrol sales potential; good car sales; modern detached residence, 3 bedrooms, etc.; audited accounts available turnover 1952 £29,459; price £16,500 freehold, goodwill, plant and equipment, with s.a.v.

FOR details of above two properties apply:—**GARAGE** Department, Goddard & Smith, 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [1952]

SURREY.—Main road; well-equipped garage and filling station; 3 electric pumps; workshop; good accommodation; turnover £17,000 per annum; 50,000 gallons approximately; freehold, £7,000.—Box 1425. [1952]

SUSSEX, market town; old-established garage with showroom and good two-line house; main services; freehold and goodwill; at moderate price; plant, machinery and stock at valuation.—Geering & Colyer, Hawkhurst, Kent. [1970]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 55, High St., N.W.3. Tel. Hampstead 8090. [0546/R]

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiry to: Enquiry Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0290]

£10750 freehold; garage and service station in prosperous locality between London and Horsham, 50,000 gallons, established quarter of a century; well equipped, space for 20 cars; s.a.v.; good investment.—Box 1424. [1956]

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application stating requirements, to—39, Kew Rd. Richmond Surrey Tel. Ric 2351-2-5. [M1047]

£4000—Main London-Exeter road, wonderful opportunity, prominent garage/petrol station; show room, workshops; 21 years' lease; 3 new pumps; extensive equipment; good house.—Edwards, 22, Hampstead High St., N.W.3. Tel. Ham. 6947. [2066]

ISLANDS.—Exceptional proposition, repair garage, main road, same hands 30 years; 2 pumps; petrol sales 25,000 gallons; shop and house; freehold everything £6,000.—Edwards, as above. [2066]

LDRIDGE (Est. 1755), Auctioneers & Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties; enquiries are invited to—Estate Department, William Rd., N.W.1. Eus. 2552. [M1004]

BUSINESS AND PROPERTY

GARAGE and filling station, main road, Herefordshire; trade £12,000 p.a.; good petrol sales and last work; well staffed and equipped, including 3 vans, 4-bedrooms bungalow; 4 acres land; profitable and pleasing; £7,500 freehold.—George Chapman & Co., 27, 11, 6, Worcester St., Gloucester. [1955]

FOR sale, garage and petrol filling station in pleasant surroundings, prominent position on the A60 road, 5,500 sq yards and, petrol sales over 2,000 gallons per week, good profits, owner retiring from business; first reasonable offer, vacant residence near—Apply, W. J. Bartlett, 35, Church St., Mansfield, Notts. [2058]

GENUINE opportunity for man starting his own business, in Harrogate Spa, garage and repair business with good 5-bedrooms house attached; accommodation 15 cars; all equipment including 8 down wagon and service van, office furniture, etc., etc.; house and garages freehold and goodwill for £5,650.—Box 1471. [2036]

Business & Property Wanted
GARAGE or petrol filling station required within 15 miles Charing Cross, price up to £10,000.—Jackson, Box 1425. [1959]

GARAGE filling station wanted (Southern Counties preferred) with good house/bungalow and stable; turnover, £5,600 cash.—Glynne, Castle Walter, Rhaglan, Flint. [1955]

VERY urgent.—Wanted, garage/petrol station, built-up area preferred, Shropshire, Cheshire, N. Wales or North West; petrol to 100,000 annually.—Write, Edwards, 110, Cheltenham Rd., Bristol. [2067]

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants. Parties, please to Aldridge Estate Department, William Rd., N.W.1. Eus. 2552. [W1004]

COMPANY requires garage space for 15 vehicles within 5-mile radius Covent Garden; garage, service station with pumps, yard or open space alongside road considered.—Write Box Z.T.81, Deacon's Advertising, 36, Leadenhall St., E.C.3. [1959]

SITUATIONS VACANT

The engagement of persons desiring these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

SUPERIOR car salesman for West End showrooms, stockists of B.M.C. and similar cars; progressive position with giving full particulars and terms required.—Box 1140. [1229]

SALESMAN (young), car and commercial, required by Austin distributors in the South West; previous experience essential; full particulars, age, salary, etc., to—Box 1437. [1968]

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If you have a

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● RATE: 6d. per word—Min. 6—

● Box No. if required 1/4 extra.

● PRESS DATE: 1st post Monday

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USE FORM BELOW

● Please delete word "AUTOCAR" ●

SITUATIONS VACANT

E.R.A., Ltd., require:—**ENGINE** fitters and testers for interesting work in the engine development dept.; applicants should have a wide general experience in this field. **APPLY** to the Chief Engineer, English Racing Automobiles, Ltd., London Rd., Dunstable. [2008]

MANAGER required for garage and light engineering business in mid-Bucks; basic salary £500 with bonus on turnover; must be able to supply highest references.—Box 1407. [1929]

CAR salesmen with proved record required by old-established distributors in the south-west.—Apply giving fullest details of past experience, permanency offered to right men, Box 1520. [1676]

WORKS manager required for old-established distributors and car main dealers; good salary with pension scheme, also cottage if required.—Apply first in writing, sending copies of two testimonials.—Box 1035. [1037]

CAR salesman for expanding first-class showrooms, inner London area, essentially experienced, energetic and conversant with latest features and values for part exchanges; unlimited scope; £1,000 p.a. upwards.—Full particulars Box 1469. [C1069]

PROJECT planner required by Lockheed Hydraulic Brake Co., Ltd., Leamington Spa; general engineering workshop and jig and tool drawing office experience required; attractive profit-sharing scheme; hostel or private lodgings available; applications, giving qualifications, experience and salary required.—Personnel Officer. [1954]

ANCHOR MOTORS, Chester Routes Group distributors for Cheshire and North Wales, have a vacancy for a wholesale representative to sell new cars and commercial vehicles to the trade; remuneration will be by salary and commission, a car will be provided, experience and the ability to cultivate trade connections essential.—Apply in writing to Sales Manager, The Newgate, Chester. [2060]

INSTRUTOR in motor vehicle salesmanship required by leading Midland motor car manufacturer, the following qualifications are important: Knowledge of commercial practice and law, in their application to the sales and operation of motor vehicles, sales experience in the motor industry, good appearance, address and education, previous experience of instructional work.—Applicants should send details of personal history, in confidence, to Box 1127. [1228]

SITUATIONS WANTED

EX-JOWETT cars, sales and service representative requires similar position with British manufacturer.—Box 1404. [1926]

GENERAL sales manager, well-known in trade circles seeks change; experience covers appointments held in manufacturing, wholesale and retail sides of motor industry.—Box 1039. [1631]

MANAGER of well-known London garage, well-educated, 18 years' experience, accustomed to control of all departments, seeks similar position of responsibility, London or South.—Box 1408. [1950]

DISTRIBUTORS and manufacturers only, sales manager (employed) of outstanding home and export ability, exceptional pre- and post-war record and refs., seeks change, present employers aware.—Box 1405. [1967]

BOOKS, ETC.

1954 Motorists' Diary, 5/-, including post, "Handbooks," 60, Eastern Esplanade, Southend, Essex. [1958]

21000 inquiries stamped envelope; manuals bought.—Final, 15, Nashleigh Hill, Chesham, Bucks. [1956]

HANDBOOKS 1927-53: M.G. (all models), 31/-, "Midgents," 15/-, Chrysler De Soto, Dodge, Plymouth, 14/-, Chevrolet, Duesenberg, American Ford, 10/-, Ford, Sunbeam, 10/-, Alvis, Armstrong, Hillman, Humber, Riley, Rover, Singer, 8/-, Cord, Fiat, "A" Ford, Renault, Volkswagen, 7/-, Austin, British Ford, Jowett, Morgan, Morris, Opel, Standard, Triumph, Vauxhall, Wolseley, 5/-; inquiries, stamp please, catalogue 500 motoring publication, 6d.—Vivian Gray, Postal Booksellers, Hurslip, Bucks. [M2060]

Books Wanted
WANTED, copy "Autocar," 1937, June 4th edition, 68155.—Thompson 9, Belford Dr., Southampton. Tel. [1952]

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Use this Form for your Sales and Wants

To "The Autocar" Classified Advertisement Department, Dorset House, Stamford Street, London, S.E.1.

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Est. 100 Years

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Sales conducted by

H. V. RICKARDS, F.A.L.P.A., F.V.I., M.I.M.I.
(Incorporated Auctioneer).

CHARLES RICKARDS, LTD.,

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SPRING STREET, W.2.

(1 minute Paddington Sta.)

SPECIAL FACILITIES AWAIT PRIVATE CAR OWNERS

All enquiries

AMB. 5302, 6386,

or

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WITH SHOWROOM FACILITIES.

We have been instructed by The Receiver for the Metropolitan Police to offer vehicles for sale from time to time.—For further details phone Ambassador 5302.

ALDRIDGES

(EST. 200 YEARS)

HAVE BEEN SELLING MOTOR CARS BY AUCTION SINCE 1907.

SALES HELD EVERY WEDNESDAY,
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Approximately 75 cars, Vans offered each week.

Valuations for all purposes.

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MOTOR AND GENERAL AUCTION MART.

AUCTION SALES EVERY MONDAY.

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ACCESSORIES, and Miscellaneous Goods,
at 10 a.m.

120 CARS, COMMERCIAL VEHICLES,
etc., 2 p.m.

SPECIAL DEPT. FOR SALE OF MOTOR
BUSINESSES, GARAGES AND FILLING
STATIONS FOR SALE AND WANTED.

Specialist Agents & Valuers to the Motor Industry.

THE AUCTION HALLS,

PUTNEY BRIDGE APPROACH, S.W.6.

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[0259/R]

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MOTOR AUCTION SPECIALISTS.

THREE SALES WEEKLY—

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Drive your car here and see it sold.

Selling commission 5% only, if sold.

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EAST CROYDON STATION) CRO. 3404/6

[0169/R]

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EVERY THURSDAY.

Hundreds of buyers waiting, let us sell YOUR CAR. Simple, quick, only 10s entrance fee: no sale, no commission, FREE valuations; place your own reserve. Entries accepted up to and including day of sale. AUCTIONS also held every Wednesday, Farnborough, and every Tuesday, Chichester. Auctions particulars from

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LTD.,

ALEXANDRA PALACE, LONDON, N.22.
FARNBOROUGH, HANTS AND CHICHESTER,
SUSSEX.

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THE SOUTH WALES ELECTRICITY BOARD **DISPOSAL OF VEHICLES**

The South Wales Electricity Board have for disposal the following vehicles:—

HILLMAN CAR 10HP, 1939.

HILLMAN CAR 10HP, 1942.

TWO MORRIS 8HP SALOON CARS, 1939.

WOLSELEY 12HP SALOON CAR, 1939.

ROVER 16HP SALOON CAR, 1937.

MORRIS 10HP SALOON CAR, 1936.

18 VARIOUS COMMERCIAL VEHICLES.

The vehicles may be inspected at the Board's Transport Department at Upper Boar Power Station, Treforest, Glam (Telephone No. Pontypridd 2228) on any week-day (except Saturday) before Friday, the 6th November, 1953, between the hours of 9 a.m. and 4 p.m.

Tenders which may be made for any or all of the vehicles must be returned to the South Wales Electricity Board, St. Mellons, Cardiff, on or before Saturday, the 7th November, and endorsed "Tender for Vehicles." The Conditions of Sale and the official Form of Tender (on which all Tenders must be submitted) may be obtained from the Transport Department of the Board as above or from the undersigned.

D. G. Dodds, Secretary.

ST. MELLONS,
CARDIFF.

APPOINTMENTS

KENT EDUCATION COMMITTEE

GRAVESEND TECHNICAL COLLEGE

Required in January, teacher of Automobile Engineering for the City and Guilds examinations and for the Associate Membership examinations of the Institute of the Motor Industry. Good academic qualifications and industrial experience essential, teaching experience desirable. Salary Grade B, Burnham Scale. Forms of application from the Principal.

BUSINESS & PROPERTY

(See also page 171)

FOR SALE BY PRIVATE TREATY.

(Due to reasons of ill-health.)

THE ADMIRABLY SITUATED AND WELL-

ESTABLISHED

FREEHOLD BUSINESS PREMISES

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THE SHREWSBURY ROAD GARAGE,

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(SHREWSBURY 10 MILES, WHITCHURCH 9 MILES, MARKET DRAYTON 13 MILES.) The Premises have extensive frontage to the main Shrewsbury-Wem-Whitchurch road and enjoy a very high business reputation in the locality. Providing:—

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BRICK-BUILT SHOWROOM WITH ASBESTOS

ROOF (30ft 6in x 20ft).

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M.I.Mech.E. M.Inst.W. A comprehensive textbook providing practical information on almost the whole range of available gas welding and cutting equipment, methods and processes. As valuable to the practical welder as to those responsible for gas welding and cutting operations involved in the fabrication and repair of industrial equipment. Price 15/- net. By post 15/6 from all booksellers or from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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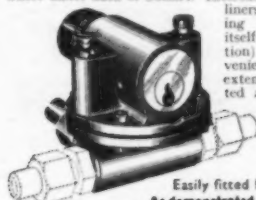


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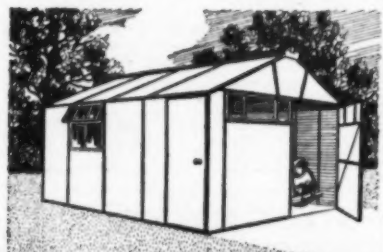
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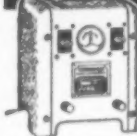
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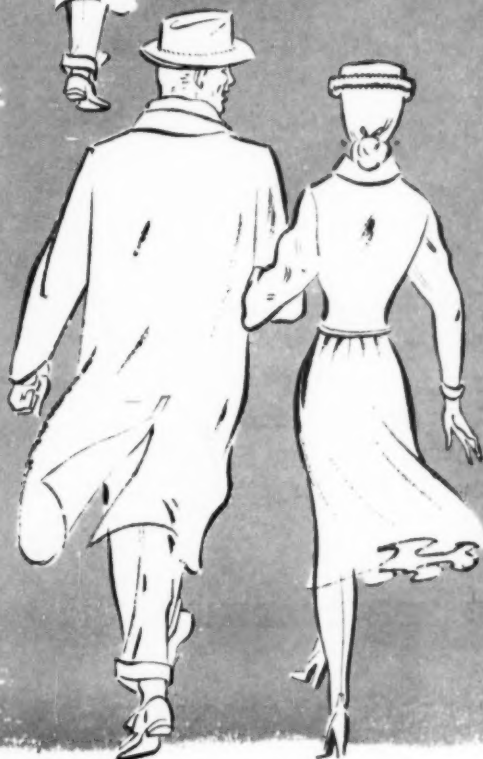
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